

FREE

24-PAGE **GLOBAL AIRLINE GUIDE**

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Airline World

THE GLOBAL AIRLINE SCENE



BA's Double Delivery
ONE WEEK, TWO TYPES

American Airlines
First A319 Delivery

Jet Asia Airways
Thai Carrier Forges Ahead



Antonov An-225
Largest Aircraft visits Manchester



Titan Airways
Leading ACMI Operator

FlyNonstop

New Norwegian Virtual Carrier

Key September 2013

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Welcome



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World

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This page image:
Airbus A340
(Markku Nummelen)

It is interesting how all of the general media seem to have a 'favourite' aviation subject and print anything and everything about it – regardless of whether it is important, newsworthy or accurate. The debate over a third runway at Heathrow or a new airport for London and the ongoing problems with the Boeing 787 Dreamliner are classic examples of this. However, one item that came to light at the end of July concerned the journalists' 'favourite' character – Michael O'Leary, the CEO of Ryanair. Apparently, the carrier, concerned about the cost of fuel, has instigated a 'go slow' – losing two minutes per hour by simply flying slower – which results in a better fuel burn. What did the press do? Blame Ryanair for being late! Actually, the airline is helping the environment by consuming less fuel – but of course this was not mentioned. The story went on to say Ryanair was also trying to sell advertising space on its winglets to increase revenue. Cast your mind back 10 or 15 years when whole Ryanair aircraft were painted with adverts – for Hertz, Jaguar etc. Not a new idea, so not exactly newsworthy.

In the August edition of the magazine, we included a free Embraer E-jet poster. However, those of you who take the magazine electronically did not get a copy. This month the magazine includes the first part of our Global Airlines Guide, which will be included electronically as extra pages. We are working on virtual customers being able to access posters in the future but, in the meantime, readers who would like a paper copy of the poster should email airlinerworld@keypublishing.com with their mailing address and we will send one in the post.

Tony Dixon
Editor

Tony Dixon



Front Cover Photo: British Airways
Boeing 787 Dreamliner lands at
London/Heathrow.

(Airteamimages.com/Steve Flint)



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BA Celebrates Double Delivery

BRITISH AIRWAYS (BA) became the first airline in the UK to operate the double-deck Airbus A380 when it received its maiden example, G-XLEA (c/n 095), on July 4. This arrival came barely one week after the London/Heathrow-based carrier accepted its first of another type; the Boeing 787 Dreamliner.

Keith Williams, BA CEO, said: "We are delighted to welcome the first of our A380s to the fleet, joining our new 787s. "These aircraft are the start of a new era for us. Over the next 15 months, we will take delivery of new aircraft at the rate

of one a fortnight as we put ourselves at the forefront of modern aviation." The carrier has configured its 'Superjumbos' with 469 seats spread across four cabins – this includes 14 in First Class (located at the front of the main deck), while Club World (Business Class) has space for up to 98 passengers split across the main (44 seats) and upper decks (53 seats). Unusually, BA is the first operator to include both World Traveller Plus (Premium Economy) and World Traveller (Economy) seating on the upper deck, with the airline employing the new-style cabin and seating first introduced on its 777-300ER fleet in 2010.

According to BA, the A380, of which it has 12 on order, is significantly quieter during take-off and landing than the 747-400s it is partially replacing, while the carrier also claims that the type is 16% more fuel efficient. Deliveries are due for completion by 2016 with three examples expected later this year and a further five following in 2014.



Enter the Dreamliner

After much hype, BA's initial 787-8 Dreamliner eventually arrived at Heathrow on June 27, a day later than expected. However, the delivery was marred by technical >>

BRITISH AIRWAYS - A380 FLEET				
Reg'n	c/n	Delivery Date	Status	Previous Reg'n
G-XLEA	095	Jul 4, 2013	Active	F-WWSK
G-XLEB	121	n/a	On Order	F-WWAY
G-XLEC	124	n/a	On Order	F-WWSC
G-XLED	144	n/a	On Order	F-WWAK
G-XLEE	148	n/a	On Order	
G-XLEF	151	n/a	On Order	
G-XLEG	161	n/a	On Order	
G-XLEI	173	n/a	On Order	
G-????	???	n/a	On Order	
G-????	???	n/a	On Order	
G-????	???	n/a	On Order	
G-????	???	n/a	On Order	

BRITISH AIRWAYS - 787 FLEET				
Reg'n	c/n	Model	Delivery Date	Status
G-ZBJA	38609	787-8	Jun 29, 2013	Active
G-ZBJB	38610	787-8	Jun 25, 2013	Active
G-ZBJC	38611	787-8	n/a	On Order
G-ZBJD	38612	787-8	n/a	On Order
G-ZBJE	38613	787-8	n/a	On Order
G-ZBJF	38614	787-8	n/a	On Order
G-ZBJG	38615	787-8	n/a	On Order
G-	38616	787-9	n/a	On Order
G-	38617	787-9	n/a	On Order
G-	38618	787-9	n/a	On Order
G-ZBJH	38619	787-8	n/a	On Order
G-	38620	787-9	n/a	On Order
G-	38621	787-9	n/a	On Order
G-	38622	787-9	n/a	On Order
G-	38623	787-9	n/a	On Order
G-	38624	787-9	n/a	On Order
G-	38625	787-9	n/a	On Order
G-	38626	787-9	n/a	On Order
G-	38627	787-9	n/a	On Order
G-	38628	787-9	n/a	On Order
G-	38629	787-9	n/a	On Order
G-	38630	787-9	n/a	On Order
G-	38631	787-9	n/a	On Order
G-	38632	787-9	n/a	On Order

Above left • British Airways unveiled its first Airbus A380-841, G-XLEA (c/n 095), to an assembled crowd of staff, media and dignitaries at a special ceremony held at London/Heathrow Airport on July 4.

Below • The arrival of BA's first Boeing 787 Dreamliner was marred by a technical problem which delayed the delivery by 24 hours. (Airteamimages.com/Lee A. Karas)



problems to the first aircraft, G-ZBJA (c/n 38609), which led to the carrier's second example, G-ZBJB (c/n 38610), actually being the first to land in the UK. According to the manufacturer, the 787 offers a significantly quieter cabin than older aircraft types as it is pressurised to an equivalent of 6,000ft in a bid to improve passenger comfort.

"The 787 is a tremendous, innovative aircraft which sets new standards for environmental performance and operating efficiency and I'm sure BA's customers will love it," Willie Walsh, CEO of BA's parent International Airline Group (IAG), said. "The Dreamliner will become a mainstay of the fleet over the next few years. This is the first of 24 that will arrive by 2017, and we have announced plans to convert further options for the aircraft into firm orders for delivery from 2017, including for the new larger 787-10 version."

Mitch Preston, one of the BA pilots to fly the jet from Boeing's Paine Field, Washington facility to Heathrow added: "It was a real pleasure to fly the 787 home to Heathrow today – it's a joy to operate, and a really smooth ride." BA's Dreamliners will carry 214 passen-

gers including 35 Club World seats, 25 in World Traveller Plus (both in a 2-3-2 configuration) and 154 in a nine-abreast layout in the World Traveller cabin.

Into Service

Both the 787 and A380 have now begun a complex 'entry into service' programme which includes pilot and

AIRBUS A380 INTO SERVICE

Flight No	Start Date	Depart	Arrive	Frequency
From London/Heathrow to Los Angeles				
BA269	Sep 24	16:15	19:15	Tue, Thu, Sat
BA283	Sep 27	12:05	15:10	Mon, Fri
BA269	Oct 27	15:00	19:05	Mon, Wed, Thu, Fri, Sun
From Los Angeles to London/Heathrow				
BA268	Sep 24	21:30	15:45	Tue, Thu, Sat
BA282	Sep 27	17:45	12:00	Mon, Fri
BA268	Oct 26	21:45	14:55	Mon, Wed, Thu, Fri, Sun
From London/Heathrow to Hong Kong				
BA25	Oct 22	18:35	14:10	Daily
From Hong Kong to London/Heathrow				
BA26	Oct 27	23:25	04:50	Daily

Information supplied by British Airways and is correct as of July 18.



Top • The A380 is expected to enter service on the Los Angeles service from September 24. Above and Below • BA has configured its A380 in a 469-seat layout including 14 in First Class (below). It is the first carrier to include World Traveller (Economy) (above) on both the upper and lower decks. (All photos British Airways unless stated)





cabin crew training at Manston Airport in Kent, customer service trials at Heathrow and short-haul flying. It is anticipated that the jets will be flown domestically during this initial period, with BA's Managing Director of Brands and Customer Experience, Frank van der Post, noting that these will be predominantly

for training and safety reasons and will include visits to the airline's designated diversion airports. The carrier, which is the first in Europe to operate both the 787 and A380, has also undertaken a host of ground-based trials including inviting a full complement of 469 volunteers aboard the

BOEING 787 INTO SERVICE				
Flight No	Start Date	Depart	Arrive	Frequency
From London/Heathrow to Toronto				
BA093	Sep 1	12:15	14:55	Daily
BA097	Sep 15	14:00	17:10	Mon, Fri
BA097	Sep 25	14:05	17:10	Sun
From Toronto to London/Heathrow				
BA092	Sep 1	19:10	07:05	Daily
BA096	Sep 15	22:45	11:00	Mon, Fri
BA096	Sep 15	22:55	11:15	Sun
From London/Heathrow to Newark				
BA187	Oct 1	18:15	21:25	Daily
From Newark to London/Heathrow				
BA186	Oct 1	22:55	10:55	Daily

Information supplied by British Airways and is correct as of July 18

Superjumbo. It then carried out a simulated 11-hour flight including two meal services and a thorough examination of the in-flight entertainment system. BA was expected to have repeated the trial with the Dreamliner during the latter part of July. The airline has also confirmed that the A380 will be used on selected services to Frankfurt, Germany throughout August while the 787 will operate flights to the Swedish capital of Stockholm as part of the entry into service programme. However, it does not intend to publicise these changes and, according to van der Post, will swap the aircraft into the schedule at short notice as a "surprise for passengers".

Once the trials are completed, the 787 is planned to enter service on BA's Heathrow to Toronto service from September 1 and New York/Newark from October 1, while the A380 will debut on the Los Angeles route from September 24 (see tables).

Fleet Renewal

The introduction of the two new types is the centrepiece of a £5 billion investment to improve the customer experience in the air and on the ground. This includes orders for 24 Dreamliners, 12 A380s, 18 A350 XWB (extra wide body) (plus options for a further 18) and six 777-300ERs, with the airline expecting to take delivery of a new aircraft every two weeks over the next 15 months.

Above left • BA's Dreamliners will carry 214 passengers including 35 Club World seats (bottom), 25 in World Traveller Plus (top) - both in a 2-3-2 configuration - and 154 in a nine-abreast layout in World Traveller.

Below • Both the A380 and 787 are now undergoing a complex 'entry into service' programme, which will see pilot and cabin crew training taking place at Manston Airport in Kent, customer service trials at Heathrow and short-haul flying including flights in the UK. (Airteamimages.com/Steve Flint)



easyJet Confirms Deal



EASYJET HAS firmed up the 135-aircraft order it placed with Airbus at the recent Paris Air Show (see *Airliner World*, August 2013). The deal – which includes 35 A320neos and 100 of the re-engined A320neos – was, according to the airline, “concluded following a thorough technical and economical evaluation”. Airbus Chief Operating Officer –

Customers, John Leahy, said: “We’re delighted that the easyJet board has now confirmed the order. The A320 Family aircraft have the tallest and widest cabin of any single-aisle aircraft for added passenger space and comfort. Operationally, the neo is without doubt the most productive and fuel-efficient aircraft available.” Meanwhile, easyJet said its revenue

for the quarter ending June 30 had increased by 10.5% to £1,142 million. Commenting on the results, company CEO Carolyn McCall remarked: “We expect profit before tax for the year to September 30 to be between £450 million and £480 million compared to the £317 million profit before tax reported in the prior financial year.” (Photo Airbus)

Ryanair Paves Way for Aer Lingus Sale

RYANAIR HAS offered to sell its 29% stake in fellow Irish operator Aer Lingus as part of a concession to the UK’s Competition Commission (CC). The Dublin-based low-cost carrier has been battling the authority since it acquired a shareholding in Aer Lingus more than six years ago while several attempts by Ryanair to acquire the national carrier outright have been blocked by the European Commission (EC). A provisional ruling by the CC in May

judged that Ryanair’s minority stake could harm competition on UK-Ireland routes as well as blocking any purchase of Aer Lingus by other airlines. Ryanair called these concerns “bogus” and “fantastical” but, in a move that will nullify these issues ahead of the CC’s final judgement due in September, it will “unconditionally sell its 29% shareholding to any other EU airline that makes an offer for Aer Lingus and obtains acceptances from 50.1% of its shareholders”.

Ryanair spokesman Robin Kiely remarked: “It is clear from the CC’s own provisional findings report that it has found no evidence of any lessening of competition between Ryanair and Aer Lingus. In fact, our recent [third] offer for Aer Lingus was prohibited by the EU precisely because of the evidence – submitted by both Aer Lingus and the Irish Government – that competition between the two airlines has ‘intensified’ during the past six-and-a-half years.”

Virgin Delays A380s

VIRGIN ATLANTIC Airways has deferred the delivery of six Airbus A380s it ordered more than a decade ago as it re-evaluates its future fleet requirements. The Crawley, West Sussex-based carrier was one of the first to order the double-deck ‘Superjumbo’ and was originally expected to receive its first example in 2006. However, the date has been driven back by the aircraft’s developmental problems and the global economic slump, Virgin CEO Craig Kreeger telling the Royal Aeronautical Society in London that deliveries “had now been delayed from 2017 to 2018”. He added: “It’s hard but not impossible to see a world where we want to take the aircraft.”

In the short term, Virgin has confirmed its priority will be the introduction of the Boeing 787-9 Dreamliner. The carrier is its European launch customer, with the first aircraft due in September 2014.

Swedish Delight for bmi

BMI REGIONAL has been awarded a ten-month contract by Swedish operator Flyglinjen to operate services between Kristianstad and Stockholm/Arlanda. The deal, which was expected to start on August 12, covers a single Embraer ERJ 145 along with pilots, cabin crew and maintenance support. “We are delighted that bmi regional will operate our route from Kristianstad to Arlanda,” said Flyglinjen CEO Philip Lofgren. “The change from a Fokker 50 to an Embraer ERJ 145 brings many advantages to our customers such as a reduced flight time as well as a more comfortable and quiet experience.”

Time to Go...

Thomas Cook Belgium’s Airbus A320-214, OO-TCH (c/n 1929), has been decorated in special markings to promote local company Ice-Watch’s colourful collection of timepieces. (Kevin Cleynhens)



Another Coventry Freighter



Coventry-based freight carrier West Atlantic has taken delivery of its third Boeing 737-300, OO-TNA (c/n 23569). The former TNT Airways aircraft has taken up the new registration G-JMCO. (Jack Gorczynski)

MAEL Facility Takes Shape

CONSTRUCTION OF Monarch Aircraft Engineering's (MAEL's) new facility at Birmingham Airport, UK, reached a major milestone in late June when the hangar doors were installed. They consist of six leaves, each measuring 72.1ft (22m) wide, and weighing 29 tonnes – and have been designed

to give unrestricted access to the 110,000sq ft (10,219m²) hangar's two maintenance bays. The facility, due to open in November, will be able to accommodate two Boeing 777-300ER widebodies simultaneously or up to ten narrowbody aircraft. (Photo MAEL)



CityJet Bids Au Revoir

AIR FRANCE-KLM Group is to terminate its franchise agreement with Irish subsidiary CityJet in October as it prepares to sell the Dublin-based carrier. The parent company has been in talks with several potential buyers and excluded the airline from its recent reorganisation of regional affiliates into the new entity, HOP! (see *Airliner World*, April 2013). The move is one of the steps required to make CityJet available for a potential sale, with German turnaround specialist Intro Aviation believed to be the preferred bidder. For the winter season, CityJet will continue to operate flights on behalf of Air France but will do so under its own commercial responsibility and using its 'WX' flight code.



Danish charter carrier **Jet Time** has reached an agreement with Air Lease Corporation for the long-term lease of former Transavia Airlines Boeing 737-7K2, PH-XRW (c/n 33465). The Copenhagen-based airline is also due to receive two ATR 72-600 turboprops in April and May 2014 with the aircraft expected to be flown on behalf of SAS Scandinavian Airlines.

Friedrichshafen-based **InterSky** was expected to have acquired an Embraer 120 on lease from Hungarian carrier Budapest Aircraft Services in early August. The month-long arrangement will be used to provide additional capacity on the carrier's Salzburg to Zurich route while InterSky itself leases one of its recently-acquired ATR 72s to People's Viennaline.

Dreamland for Norwegian

OSLO-BASED LOW-COST carrier Norwegian Air Shuttle received its first Boeing 787-8 Dreamliner in late June. The aircraft, acquired from the International Lease Finance Corporation (ILFC), represented two significant landmarks – it was the first example to be delivered to a leasing company; and is ILFC's 700th Boeing jet.

"We're proudly celebrating delivery of our first Boeing 787 Dreamliner to Norwegian, our launch customer for the aircraft," said ILFC CEO Henri Courpron. "As the largest customer in the 787 programme, we're the industry's leader in bringing the latest technology aircraft to the global leasing market." The Dreamliner, EI-LNA (c/n 35304), is

one of eight Norwegian has on order and will be used on long-haul services from Oslo and Stockholm to New York and Bangkok. A new route to Fort Lauderdale is due to open in November. Norwegian has also confirmed plans to open a base in the US to coincide with the arrival of its third 787 in October. (Photo Brian T Richards)

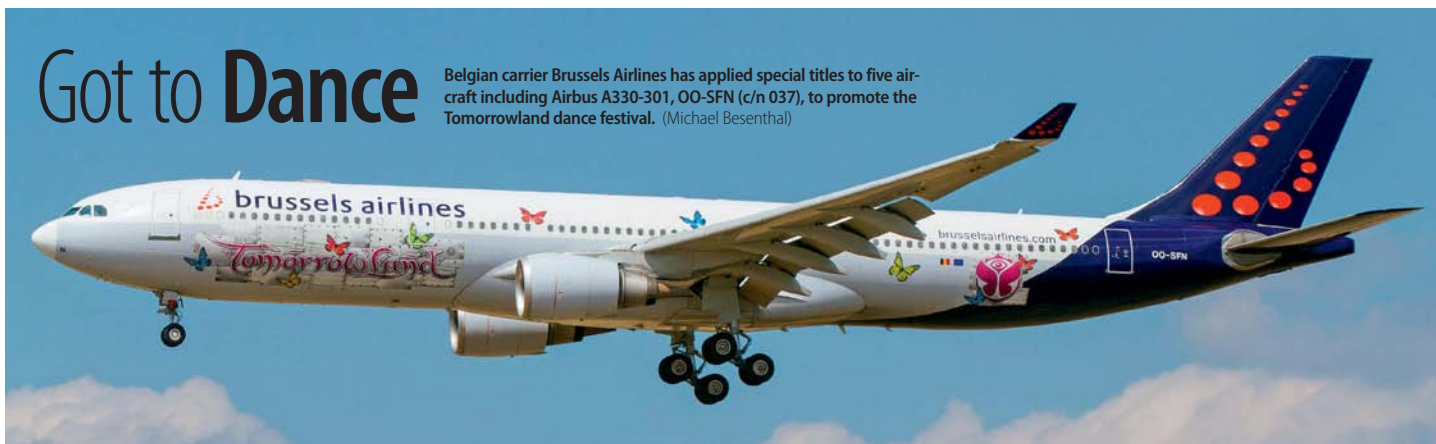


Airliner World

is looking for additional regular contributors from around the globe, so if you have photographs, news stories or articles covering modern or historic commercial aviation subjects, we would love to hear from you. Please contact the editorial team at **airlinerworld@keypublishing.com**

Got to Dance

Belgian carrier Brussels Airlines has applied special titles to five aircraft including Airbus A330-301, OO-SFN (c/n 037), to promote the Tomorrowland dance festival. (Michael Besenthal)



Adria Downsizes

TROUBLED SLOVENIAN flag carrier Adria Airways is to offload "unnecessary business assets" as part of a business reorganisation intended to stem losses. The state-owned airline – which posted a \$7.3 million first quarter loss – has been put up for sale as part of the government's plans to cut the country's budget deficit.

In an invitation to tender, Adria is selling a maintenance hangar, workshops and office building at Cerklje Airport and its Ljubljana-based flight school, along with a navigation and procedures trainer. Meanwhile, the findings of a European Commission investigation into whether four capital injections into the airline

between 2007 and 2011 – amounting to around €85.5 million – could be considered as illegal state aid are due to be published in the autumn. In early 2012, both the Hungarian national carrier Malév and Barcelona-based Spanair went bankrupt after the EC ordered the airlines to pay back state aid received from their respective governments.

Exeter Buyer Found

UK CONSTRUCTION firm Balfour Beatty has concluded a deal to sell its majority stake in Exeter International Airport, UK, to the Rigby Group for an undisclosed sum. The company announced in May that it was looking for a buyer after it issued its second profit warning in six months and sold stakes in five private finance initiative projects (see *Airliner World*, July 2013).

Rigby Group Chairman Sir Peter Rigby commented: "We believe in the importance of regional airports and of their value to the local and regional communities and their important contribution and place in the local economies." The airport operations will now be consolidated with the group's other recent acquisition, British International Helicopters, safeguarding around 450 jobs.

Minoan Withdrawal

GREEK CARRIER Minoan Air was expected to have operated its final services from London/Oxford Airport on August 4, less than six months after they started (see *Airliner World*, March 2013).

The airline, which provided links to Dublin and Edinburgh using its Fokker 50s, attributed the decision to an ongoing dispute with the airport.

"After five months of faultless service, 99.75% punctuality, nearly 500 flights, more than 6,000 carried passengers and well over £1 million invested in the operation, we regret to announce the termination of our schedule services from Oxford," an airline statement said. "This was due to our disagreement with Oxford Airport management on specific terms of co-operation deemed imperative for the viability of our flights."

Cityhopper Expansion Continues

KLM CITYHOPPER, the regional affiliate of Dutch national carrier KLM, has reached an agreement with BOC Aviation to acquire a further six Embraer 190s. The airline currently operates 22 examples and will use the

new E-Jets to replace the oldest aircraft in its Fokker fleet. Deliveries of the Brazilian-built Embraers – which will be configured in a 100-seat, single-class layout – are due to begin later this year. (Photo Gauthier Bonnet)



#Socialjet

Aer Lingus' newest Airbus A320-214, EI-FCC (c/n 1229), publicises the carrier's Twitter feed via unusual "Have you followed us yet #socialjet @Aerlingus" titles on the rear fuselage. (Paul Morris)



No Go for Comefly

DANISH TOUR firm Comefly has been forced to abandon plans to resume links between Aalborg and Florida, US. The company, which launched seasonal services to Fort Myers in 2011 using an Airbus A330 wet-leased from Monarch Airlines, blamed the decision on being unable to raise sufficient funds to satisfy the minimum requirements of the Danish Government's 'Travel Guarantee Fund' (Rejsegarantifonden).

Comefly's Steen Normann said: "The demand for security funds from the Danish authorities is unrealistically high and has prevented us from being able to finance the venture." Since 2011, the guarantee has increased from £1 million to a risk premium based on 15% of the company's revenue, equivalent to £8.2 million.

Slovak Charter Specialist

NEW SLOVAK charter carrier Go2Sky Airline launched operations in early July after taking delivery of its first aircraft. The company, based at Bratislava's Milan Rastislav Stefanik airport, specialises in the non-sched-

uled transportation of passengers, cargo and mail and is headed by pilot and investor Daniel Ferjancsek, a one-time shareholder in fellow Slovak carrier AirExplore.

Go2Sky received its first aircraft –

former Hainan Airlines Boeing 737-4Q8, OM-GTA (c/n 24332) – on lease from Triton Aviation on June 30. It will initially operate the jet on behalf of Mistral Air until mid-September. (Javier Rodriguez)



End of the Line for CRJs

LUFTHANSA'S WHOLLY-OWNED Germanwings subsidiary announced plans on July 1 to terminate the national carrier's long-standing wet-lease agreement with Düsseldorf-based Eurowings. The low-cost arm acquired all of Lufthansa's non-hub regional routes on July 1 as part of the national carrier's ongoing 'SCORE' cost-cutting programme. Germanwings added that while it will initially lease 23 Bombardier CRJs from Eurowings for operations from Düsseldorf and Hamburg, services will be reduced dramatically for the winter season. The carrier ultimately intends to transition to an all-Airbus fleet and has already phased out at least three of Eurowings' CRJ700s.

Abertis Sells Up

SPANISH CONGLOMERATE Abertis Infraestructuras has concluded a €284 million deal to sell two of its airports to US-based ADC and HAS Airports Worldwide. The sale, which covers Belfast International and Stockholm/Skavsta, also includes terminal concessions at Orlando/Sanford, Florida, and a management contract for Atlanta/Hartsfield.

The Spanish firm has significantly reduced the size of its European airport portfolio in recent months as it moves to address its £12.2 billion debts. It sold Cardiff – acquired in 2005 via a 90% stake in airport operator TBI – to the Welsh Government for €61 million in March (see *Airliner World*, June 2013) and has suggested that it may sell London/Luton.

New Hungarian Start-up

SÓLYOM HUNGARIAN Airways is the name of a new Budapest-based full-service carrier intended to serve the market left by failed national airline Malév. The operator, which was formed by three local businessmen along with investors from Oman and the UAE, is expecting to receive its Air Operators

Certificate (AOC) by August 15. The carrier's CEO, Jozsef Vago said Sólyom would initially serve 31 destinations, including six major European cities, using six Boeing 737-500s. He added that the airline would increase its fleet to 25 aircraft by the end of 2014 and 50 by 2017.

Jat Sale Concluded



SERBIA'S DEPUTY Prime Minister, Aleksandar Vučić, has confirmed that a 49% stake in national carrier Jat Airways is to be sold to Abu Dhabi-based Etihad Airways. According to local newspaper *Večernje Novosti*, the

deal was expected to have been concluded by August 1 with the airline due to be rebranded as Air Serbia in late October.

Meanwhile, the Belgrade-based carrier has received its first two ATR

72-500s. The aircraft, YU-ALU (c/n 536) and 'ALT' (c/n 555), have been acquired on lease from Nordic Aviation Capital and will be used to provide additional capacity during the summer. (Photo Air Serbia via Igor Salinger)

in brief

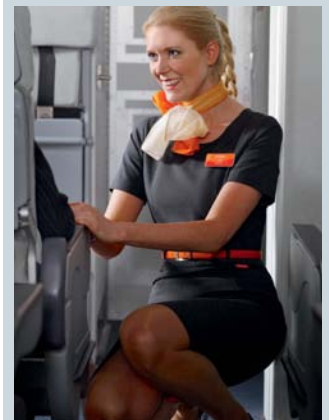
Newly-established Greek cargo carrier **Aerospace One** took delivery of its first Boeing 747-21AC(M), SX-ASC (c/n 23652), on June 24. The airline will base the aircraft at Chateauroux, France, and will operate a mix of charter and lease services.

Turkish Airlines has increased the total number of Boeing 777-300ERs it has on order to 20 after exercising options on a further five. The deal, valued at \$1.6 billion, is an extension to a 15-aircraft order announced in December 2012.

Avanti Air has completed the acquisition of former Eurolot ATR 72-200, SP-LFA (c/n 246). The deal was brokered by the AELIS Group, which has been charged with disposing of the Polish carrier's full ATR fleet including a further six ATR 72-200s and a single ATR 42-500.

Swiss regional carrier **Darwin Airline** has wet-leased a second ATR 72-202 to provide additional capacity. The turboprop, EC-LNP (c/n 285), was acquired from Spanish operator Helitt Líneas Aéreas and joins Avanti Air example D-AFNE (c/n 272).

easyJet has teamed up with designer Jeff Banks to develop a new look for its staff uniform. The collaboration has led to what the carrier claims is an "an easy to wear collection of sharp tailoring and flattering styles which will suit all shapes, sizes and ages of easyJet cabin crew". It includes two dresses, a scarf, leather belt and handbag for female staff while males will wear a new tie and waistcoat. (Photo easyJet)



Croatian regional operator **Trade Air** says it hopes to begin flying regular domestic services from Zagreb and Rijeka imminently. The airline, which will use a single Embraer Emb.120, was recently awarded a three-year licence and €5.6 million in government subsidies to operate the route.

SAS Scandinavian Airlines has completed the sale and leaseback of six Boeing 737-600s to Deucalion Capital X Limited. SAS said the deal, which generated more than £50 million, "represents an important step in the improvement of [its] financial position".



Air Europa has acquired a pair of ATR 72s from Spanish carrier Swiftair. The two aircraft, EC-LST (c/n 234) and EC-JRP (c/n 446), will be used on the airline's thinner routes such as Madrid to Bilbao and Palma de Mallorca to Valencia. (Javier Rodriguez)

Air Europa Downsizes

Maastricht Launch Remains on Hold

BANKRUPT DUTCH regional carrier Maastricht Airlines is optimistic it may eventually launch operations after it raised €25,000 through its 'We believe we can fly' campaign.

The airline filed for bankruptcy with the Court of Maastricht on May 29 following a protracted start-up during which the late delivery of its first aircraft – and subsequent delay to its Air Operator's Certificate – led it to twice postpone its launch date (see *Airliner World*, June 2013).

A statement from the airline said a fundraising campaign by its staff had identified two potential investors, though it added it had "adjusted our plans to operate an all-jet fleet [it had originally planned to fly Fokker 50 turboprops]. This is a more viable option, as it allows optimisation of the production of the aircraft."

NATS Hits Million Landmark

UK AIR traffic services provider NATS revealed it handled its one millionth flight of the year on June 26. It was also a busy month for air traffic controllers at its Shanwick Oceanic airspace centre in Prestwick, which handled a record 1,484 flights on June 12 – the increased level traffic was attributed to industrial action in France.

Hi Fly Heads South

HI FLY Malta, a subsidiary of the Portuguese charter specialist Hi Fly, is to employ its recently delivered Airbus A340-600, 9H-SEA (c/n 383), on the UK Ministry of Defence's Falklands airbridge contract, linking the South Atlantic islands to RAF Brize Norton via Ascension. The service is currently operated by Hi Fly's A330s.

Japanese Boost for Finnair

FINNAIR HAS announced its intention to join fellow oneworld alliance carriers British Airways and Japan Airlines (JAL) in their Europe-Japan joint venture. The arrangement, which is subject to regulatory approval, is expected to enter force in October and will lead to a full commercial co-operation on routes to Japan. This will include revenue sharing, along with co-ordinated flight schedules and air fares. "We're pleased to have taken one giant leap to include our oneworld partner Finnair in our joint business with British Airways," JAL President Yoshiharu Ueki said. "With the strengthened partnership, we can improve our efficiencies to provide the travelling public between Europe and Japan with a more comprehensive network."

Turkish Delight



This Airbus A320-211, YL-LCM (c/n 244), is owned by SmartLynx but is on lease to Istanbul-based Tailwind Airlines. The jet promotes the tour operator Turkietresor and wears special 'Happy days!' markings. (Renee Hesse)



The face of former boxer Mike Tyson adorns the tail of LOT Polish Airline's latest Embraer 175LR, SP-LIN (c/n 17000313). The one-time heavyweight champion heads up the marketing campaign for the drink 'Black Energy'. (Marcus Steidle)

Heavyweight Advertising



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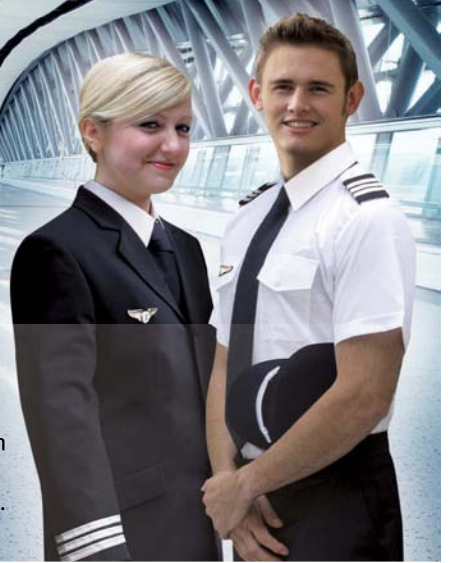
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UK Airport Capacity



THE UK Government announced last September it was creating an independent airports commission to identify and recommend options for maintaining the UK's status as an international aviation hub. The man tasked with finding the solution to this political 'hot potato' is Sir Howard Davies. Now some ten months into its work, the Davies Commission will provide an interim report by the end of this year. Its final results and recommendations are not due till the summer of 2015, crucially after the next general election.

As part of the commission's evidence gathering process, three key south-east airports – Heathrow (LHR); Gatwick (LGW) and Stansted (STN) where capacity is most needed – and London's Mayor Boris Johnson have revealed their own ideas for the future needs of UK aviation. It is not possible to cover every angle of this story here, so *Airline World* will be returning to the subject in the future with an in-depth analysis of the task facing the Davies Commission.

Boris Island?

Boris Johnson argues the city and the UK would be best served by a new hub airport with at least four runways. In his latest submission to the commission he highlighted the destinations and route frequencies the UK would benefit from should such a facility be developed. "To get the flights we need, it has to be four runways operating efficiently in one place rather than spread haphazardly across the south-east. A four-runway airport will secure direct connections

to emerging markets around the world and allow us to compete with our international rivals, who are busy building and growing their airports as we speak. "LHR does not and cannot operate as an effective hub in the future: it's severely constrained by runway capacity and lacks space for expansion." Johnson outlined three optimal locations for the new airport: the Isle of Grain; an artificial island in the middle of the Thames Estuary; and Stansted in Essex.

LHR Expansion

Heathrow Airport Holdings (HAH) has proposed three options for a third runway at the west London airport. It says all three – to the north, north-west or south-west of the existing site would be quicker and cheaper to build than a brand new hub and could be delivering extra capacity by 2025/29 while also protecting businesses and jobs that currently surround LHR. The company believes the two westerly options offer clear advantages, delivering a full-length third runway while minimising the impact on the local community from noise and compulsory house purchases. Colin Matthews, Heathrow's CEO, said: "After half-a-century of vigorous debate but little action, it's clear the UK desperately needs a single hub airport with the capacity to provide links to emerging economies, which can boost UK jobs, gross domestic product (GDP) and trade. It's clear the best solution for taxpayers, passengers and business is to build on the strength we already have at Heathrow."

LGW Second Runway

Gatwick Airport Ltd (GAL) has revealed proposals on how it can expand to two runways and form part of a "constellation of three major airports", which could serve London in the same way JFK, Newark/Liberty and La Guardia operate for New York. GAL believes a second runway, which could be in place by the middle of the next decade, will be the easiest and cheapest solution to the capacity crisis – although sceptics doubt a multi-airport solution could provide the required connections to long-haul destinations that a single three- or four-runway hub would offer.

STN Growth Potential

Stansted's new owner, the Manchester Airport Group (MAG), has presented a range of options it believes will meet air capacity demands. Under the title 'Capacity for Growth', its short-term

priority is to improve the airport's current infrastructure, work having already started on an £80 million terminal transformation programme. It outlines options for an additional runway to the north-west or east of its existing Runway 05/23, which would raise capacity to 90 million passengers per year, while another proposal looks at three additional runways raising capacity to 160mppa. MAG says even with new runways, Stansted's noise impact would be a fraction of Heathrow's and the cost of building a four-runway hub would be around £10 billion – much less than the £50 billion estimated for the proposed Estuary Airport or an expanded LHR.

Above • One of Heathrow Airport Holdings' three proposals is a third runway to the south-west of the existing site. (Heathrow Airport)

Below • Gatwick Airport Ltd says a second runway, to the south of the existing one, could be operational by the middle of the next decade, would be the easiest and cheapest solution to the capacity crisis. (Gatwick Airport)





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A colourful visitor to RIAT, Domier Do.228, PH-CGN (c/n 8181), is one of two examples operated by the Nederlandse Kustwacht (Netherlands Coastguard), the other being, PH-CGC (c/n 8183). Flown by pilots from the Dutch navy and air forces, the aircraft has navigation, communication, tracking, photo and video equipment onboard. (Key -Craig West)

Transports on Display

With the annual airshow season upon us, there have been some interesting visitors to the UK. Here is a selection of just a few that have appeared at RAF Waddington and the Royal International Air Tattoo (RIAT) at RAF Fairford during July.



Three examples of the Embraer 145 were on display at RIAT; a VIP-transport variant from the Belgium Air Force, an R-99B remote sensing aircraft of the Brazilian Air Force and this R-99A Airborne Early Warning & Control (AEW&C) aircraft, 729 (SX-BKQ, c/n 145729), belonging to the 380 Mira of the Greek Air Force. (Key - Barry Woods-Turner)



One of the largest aircraft on display, McDonnell Douglas KDC-10-30CF, T-264 (c/n 46985), belongs to the Netherlands Air Force. The aircraft was originally built for Martinair Holland as PH-MBT and flew under lease with Garuda, Qantas, KLM and World Airways before being sold to the Dutch Air Force in October 1994. (Key - Craig West)

Royal Air Force Lockheed L1011-385-3 TriStar K1, ZD 951 (c/n 1165), made a single flypast each day at RAF Fairford in what was probably the type's final public appearance before planned retirement next March. (Key -Barry Woods-Turner)



A very popular attraction at RIAT was this Lockheed L-1049F Super Constellation, HB-RSC (c/n 4175), operated by the Breitling-sponsored Super Constellation Flyers. (Lyndon Griffith)



Above • Bombardier BD-700-1A-10 Sentinel R1, ZJ 692 (c/n 9131), was given a special red tail livery to celebrate 5(AC) Squadron's 100th anniversary at RAF Waddington's airshow. (Key - Craig West)
Above right • Performing in the daily flying display at RIAT was Boeing KC767TT, MM62228 (c/n 33688), of the Italian Air Force. (Key - Barry Woods-Turner)



The Royal International Air Tattoo is renowned for its special one-off formation flypasts and this year's event was no different with two such displays. On the Sunday, the Red Arrows flew in formation with the Airbus A400M Atlas, while on Saturday the aerobatic team made two flypasts with British Airways' first Rolls-Royce Trent 970-powered A380-841, G-XLEA (c/n 095). (Key - Craig West)



Diamond in the Sky

Former Sky Airlines Boeing 737-83N, M-ABFV (c/n 32576), at Dublin on July 27 following a visit to engineering firm Eirtech. The aircraft now wears the livery of Alrosa Avia, the air transport arm of Russia's largest diamond producer. (Paul Morris)

Work Continues on New Moscow Airport

RUSSIAN CONSTRUCTION firm Transstroy is to step up its efforts to develop a fourth airport in Moscow. The company, part of the Basic Element group founded by billionaire Oleg Deripaska, is to partner with the France-based Egis Group on its 'Aeroport-Siti' ('Airport-City') initiative and will invest €1 billion into pre-project studies. Transstroy Deputy Director General Pavel Trubanov said: "We are studying route networks in order to estimate the feasibility of such a project using mathematical simulations and then try to define its possible location. We have no orders for this work – it's our

initiative and [once completed] we will present it to the government." According to the company, the Russian capital's three existing airports – Domodedovo, Sheremetyevo and Vnukovo – will be unable to cope with rising demand, with passenger traffic in the region expected to increase from its current 64 million per year to 179 million by 2030. The project is expected to involve upgrading an existing military airfield for use by commercial operators with Yermolino Airport, southwest of Moscow, believed to be the consortium's preferred choice.



E-Jets in Ukraine

Ukraine International Airlines has taken delivery of five Embraer 190s since April, including this example, UR-EMA (c/n 19000494), one of two E-Jets acquired from Aerosvit. A further three were purchased directly from the Brazilian manufacturer. (Yvan Panas)

All Change in the Far East

AEROFLOT HAS started consolidating its Russian Far East operations ahead of the launch of a new regional arm expected later this year (see *Airliner World*, August 2013). The changes, which come into force on October 27, include transferring a host of flights

currently operated by wholly-owned subsidiary Vladivostok Air to sister carrier SAT Airlines. The latter is also expected to acquire several Airbus A319s from Aeroflot and will operate them on a wet-lease arrangement on routes from Moscow/Sheremetyevo.



First A321 for UTair

RUSSIAN CARRIER UTair Aviation has taken delivery of its first Airbus A321 almost a year to the day after it placed a 20-aircraft order at the Farnborough Air Show. The maiden example, VP-BPS (c/n 5681), was handed over during a ceremony at the European manufacturer's production facility at Hamburg/Finkenwerder

on July 20. The order, deliveries from which will be completed by 2016, is the largest for the A321 in Russia to date. "This delivery demonstrates our intention to keep up high growth rates and strengthen our position amongst leading Russian airlines. The A321 is part of our fleet modernisation programme and is fully in line with the company's

strategy on improving service, ensuring a high level of reliability and network development," said Andrey Martirosov, UTair's CEO. The CFM56-powered aircraft is configured in a single-class 220-seat layout and will be used on UTair's high-density international and domestic routes. (Photo Airbus)

Russian Consolidation

TWO OF Russia's leading carriers, Transaero Airlines and UTair Aviation, have signed a strategic co-operation agreement aimed at developing domestic and international passenger and air cargo markets. The deal, which follows a December 2012 agreement to collaborate on air fares and passenger connections at Moscow/Vnukovo, is the first element of a long-term partnership which is expected to include inter-line, special pro-rate and code-share arrangements. Meanwhile, the carriers have confirmed plans to synchronise their respective flight schedules to enable better connections while their two frequent flyer programmes will also be merged.

Aeroflot Mulls Partnership

RUSSIAN NATIONAL carrier Aeroflot is considering plans to withdraw from the SkyTeam airline alliance amid claims of unfavourable agreements with other members, particularly US operator Delta Air Lines – according to the local *Kommersant* newspaper. Aeroflot has been a member of the alliance since 2004 but claims Delta's uncompetitive fares on its US domestic network means that the pair's services from Moscow to the US are twice as expensive as those of its competitors.

The state-owned carrier is believed to favour a move to the Star Alliance, though withdrawing from SkyTeam could cost Aeroflot up to \$20 million. Furthermore, any decision would require approval from the Russian Government, which is keen to maintain its close ties with France – Air France-KLM is a leading member of the alliance.

Air Astana Forges Ahead

KAZAKH CARRIER Air Astana posted a net profit of \$11.89 million for the first half of 2013, an increase of 143% over the same period last year. The airline, which took delivery of its seventh Embraer E190 and eleventh Airbus A320 earlier this year, attributed the performance to a 12% increase in revenue and an 11% rise in passenger traffic.

Peter Foster, Air Astana President, remarked: "The first half is generally

the low season for us and this year is no exception. The results are nonetheless fair, driven by modest fuel savings and strong growth on routes to Istanbul, helped by the new code share with Turkish Airlines, and on the new routes to Kiev."

Air Astana has recently added new services to several destinations including Ho Chi Minh City (via Bangkok), Orenburg and Bishkek.

Traffic Growth Continues

DATA RELEASED by Russia's Federal Air Transport Agency, Rosaviatsia, reveal that its airlines carried more than 37 million passengers during the first half of the year. During June alone, domestic operators transported 8.2 million passengers – an increase of

10.3% over the same period last year – while traffic for the first six months of 2013 was up by 16.1%.

Both Aeroflot and Transaero recorded significant growth in passenger traffic during the period of 20.2% and 26.4% respectively.

Armenian Freighter



Air Armenia's rare Antonov AN-12, EK12104 (c/n 8346104), was an unusual visitor to Amsterdam/Schiphol recently. The aircraft was on an air cargo charter flight. (Ton Jochems)

First E-Jet for AZAL

AZERBAIJAN AIRLINES received its first Embraer 190 in early July. The aircraft, 4K-AZ64 (c/n 19000627), is the first of six E-Jets on order, with the Baku-based carrier expecting a further three brand new E190s along with two second-hand

E170s – deliveries of all six aircraft are expected by the end of the year. "The arrival of our first E190 is an important milestone in our strategic renewal plan to replace turboprops and narrow-bodies in some of our markets," said

Jahangir Askerov, President and Chairman of the Board of Azerbaijan Airlines. The E190, which is configured with 106 'Elite' seats in a single-class layout, will be used on routes to Europe, the Middle East and Central Asia. (Photo Embraer)

in brief

Antonov is considering equipping its An-148-300 regional jet with a skid undercarriage to enable operations in the Arctic, according to its General Designer, Dmitry Keeva. The Russian manufacturer has previously made similar modifications to its An-12 and An-72.

Recently-revived Russian carrier **Red Wings** (see *Airliner World*, August 2013) is reportedly considering an order for ten Tupolev Tu-204SMs. The country's Deputy Minister of Industry and Commerce, Yuri Slusar, said the aircraft would likely be acquired on a 12-year lease arrangement.

Aeroflot has withdrawn its three McDonnell Douglas MD-11F Freighters, blaming the poor performance of the air cargo market. The carrier will no longer operate specialist freight aircraft, but will instead rely on the larger under-fuselage holds of its new Boeing 777 to transport cargo.

Azerbaijan-based carrier **Silk Way Airlines** has placed an order with US manufacturer Boeing for two 747-8 Freighters. The aircraft, valued at \$704 million based on list prices, will join the Baku operator's existing fleet of 747-400s and 767-300 freighters. (Photo Boeing)



A number of Russian carriers, including **Donavia**, **S7 Airlines** and **Transaero**, have increased their presence in Yerevan – in particular on the trunk route to Moscow – in response to a plea from the Armenian Government. The move follows the failure of locally-based operator Armavia earlier this year (see *Airliner World*, June 2013). (Aidan Stradling)

Kyrgyzstan Aircompany has unveiled an ambitious 'Strategic Development Plan' which it claims will enable it to develop its regional presence. The initiative includes the acquisition of a Bombardier CRJ200 and Airbus A320 along with new routes to China, Thailand and Russia.

Chişinău-based **Air Moldova** is to be privatised as part of a host of modernisation measures being introduced by Moldovan Prime Minister Iurie Leancă. It is expected that the government will retain a minority stake in the airline while it will also dispose of all of the state-owned regional airports and establish an independent aviation supervisory authority.

S7 Airlines has confirmed plans to introduce its soon-to-be-delivered Airbus A321s on services between Moscow/Domodedovo and Munich from January 1.

New Airbus A330 Operator



LIBYAN AIRLINES, the country's national carrier, has taken delivery of its first Airbus A330-200, becoming a new carrier for the type.

It already operates seven A320s, with three A330-200s and four A350-800s on order. The new aircraft has a two-class

interior with 24 Business and 235 Economy seats and is powered by GE CF6-80 engines. It will be deployed to destinations in the

Middle East, including Dubai and Jeddah, as well as on Asian and European trunk routes. (Photo Airbus)

Harrods Ticket Office

QATAR AIRWAYS has opened a ticket office in one of the world's most exclusive shopping destinations – the iconic British department store Harrods, in Knightsbridge.

"London is one of our most important gateways," said the carrier's Chief Executive Officer, Akbar Al Baker. "We're opening our ticket office here as it is a place that not only reflects the high level of service we offer, but where our most discerning customers can be found."

New Purchases For RAK Airways

THE CEO of Ras al Khaimah-based RAK Airways, Murabit Al Sawaf, says the carrier is looking to acquire ten more aircraft as it expands with the addition of five new routes. Types being evaluated include the Airbus A320 Family, Boeing 737-800 and the Bombardier CSeries, with deliveries starting in early 2015.

"Ras al Khaimah is growing in an aggressive way, so we should be the same," Murabit Al Sawaf said. "In five years I want the company to be one of the major airlines in the region." Destinations to be added in 2013 include Amman in Jordan and Islamabad in Pakistan (from where 600,000 expatriate workers in the UAE originate) plus the Saudi cities of Riyadh and Dammam.

Karinou Adds B737-300



KARINO AIRLINES is the new name of Africa Airlines (Bangui), which had launched charter operations earlier this year in the Central African Republic. It started with a single Boeing 737-200,

TL-AEG (c/n 23109), and is about to receive a 737-300, TL-TSM, which has been painted at Miami, Florida.

The carrier now plans to launch scheduled services at the start of 2014 from Bangui to

Cotonou (via N'Djamena and Douala) and Kinshasa (via Douala and Pointe Noire). It will also fly a weekly service from Bangui via N'Djamena and Yaoundé Nsimalen to Malabo. (Photo Roberto Collazo)

Malawian Airlines Joint Venture

ETHIOPIAN AIRLINES is to take a 49% stake in the newly-created Malawian Airlines. Co-owners include the country's government and private Malawian investors, which together will own the other 51%.

Ethiopian Airlines CEO Tewolde Gebremariam said: "Through this strategic partnership, Ethiopian and the newly-formed Malawian Airlines will harmonise our flight schedules so as to provide seamless and best connectivity options for travellers within, to and from the southern Africa region. The establishment of multiple hubs in Africa is an overarching strategy of our Vision 2025."

Arik Air Adds A330-200



The first Airbus A330-200 for Arik Air, 5N-JIC (c/n 891), departing Bordeaux, France, en route to Lagos. (William Vignes)

NIGERIAN CARRIER Arik Air has increased its fleet to 24 aircraft with the introduction of a new Airbus A330-200 – the first of four due to be delivered over the coming year. It will complement the carrier's long-haul wide body fleet, which currently consists of two A340-500s. The new aircraft have a two-class configuration

with 30 seats in Premier Business Class and 187 in Economy.

Arik says the acquisitions will enable it to upgrade its Lagos-Johannesburg route, replacing existing Boeing 737-800s, as well as the carrier looking at opportunities to develop new long-haul destinations, such as Brazil, China, the UAE or more cities in Europe and the USA.

in brief

Etihad Airways has signed an agreement with IAE International Aero Engines to upgrade the airline's current and future fleet of 35 V2500-powered Airbus A320 aircraft to the V2500 SelectTwo level. The UAE's flag carrier will purchase 73 engine upgrade kits (also making provision for three spare engines), which according to the manufacturer will improve fuel burn.

nasair of Saudi Arabia has operated a Boeing 747 for the first time. It flew between Riyadh and Jeddah during the Holy Month of Ramadan to better serve passengers on Umrah pilgrimages. The carrier said the 470-seat aircraft "helped in narrowing the gap between supply and demand within the domestic sector in Saudi Arabia" during the high season. In the past two months, the airline has also received four new Airbus A320s – part of an order for ten, all for delivery in 2013.

The Abu Dhabi Airports Company (ADAC) welcomed the inaugural flight of **Kenya Airways**, the national carrier of Kenya, to Abu Dhabi International Airport (ADIA) in July. The carrier will now operate three flights a week between ADIA and Nairobi, Kenya. (Photo ADAC)



Air France-KLM-Martinair Cargo plans to start operating 14 weekly freighter flights to and from Dubai World Central (DWC) International Airport from August 1, becoming one of the largest operators at the facility. Mattijs ten Brink, Senior Vice President of Sales and Distribution, explained: "It will now become our main hub in the Middle East, connecting flights between Europe, Asia, Africa, India and our freighter stations, Muscat, Doha, Bahrain, Dammam and Kuwait, in the Middle East."

The total number of passengers using **Kuwait International Airport** in June 2013 increased by 10%, with freight rising by 2% (to almost 12,000 tonnes), compared to June 2012.

According to the head of **Iran's Civil Aviation Organisation**, Hamidreza Pahlevani, the country has started designing a 150-seat passenger jet. The project is being undertaken by Iranian Sharif, Amir Kabir, ElmoSannat and Isfahan universities, the Organisation of Aerial Industries of Armed Forces and Iran's Aircraft Manufacturing Organisation.

A new arrivals wing has been opened in the passenger terminal at Aqaba's **King Hussein International Airport** in Jordan. The €5.4 million investment has expanded the facility by 16,150sq ft (1,500m²) and is part of a €65.2 million long-term growth plan for the airport.



Kam Air Adds MD-87

McDonnell Douglas MD-87, YA-KMZ (c/n 53337), at Istanbul in July. It was acquired earlier this year by Kam Air of Afghanistan. (Bulent Kavakkoru)

SkyCargo Increases Cargo Facilities

A NEW freight terminal for Emirates SkyCargo is being built at Dubai World Central/AI Maktoum International Airport. Once operational in May 2104, it will be the home of the carrier's freight operations. In addition, various other facilities will be built, including 46 lorry docks, 80 lorry parking spaces and, directly in front of the terminal, 12 air-

craft stands. The carrier currently operates a freighter fleet of ten aircraft – eight Boeing 777Fs and two 747-400ERFs. Nabil Sultan, Emirates' Divisional Senior Vice President, cargo, said: "The planned move from Dubai International Airport is the next step in our overall expansion and growth programme. It provides us with a brand new facility for our freighter

operations and will increase capacity and enable us to meet our long-term objectives." The terminal will have an initial capacity of 700,000 tonnes of cargo per year and will also provide space for a larger perishables handling area, with a dedicated pharmaceutical storage section, allowing the operator to expand its cool chain services.

Growth Continues at ADIA

TRAFFIC RESULTS at Abu Dhabi International Airport for the first half of 2013 revealed a strong, double-digit growth of 12.6% in passengers compared to the same period last year. The airport handled 7,941,922 passengers, 65,072 flights (representing a 10.4%

increase) and 325,737 tonnes of cargo (a 21.5% increase). "The continuous significant growth that the airport has recorded is directly impacted by the aggressive expansion plans of the hub carrier, Etihad Airways, and the increase in the number of part-

nerships with international carriers," said Engineer Ahmad Al Haddabi, Chief Operations Officer at the facility's operator, Abu Dhabi Airports Company. "This is a reflection of Abu Dhabi's appeal not just as a leisure and business destination but also as an aviation hub."

Syphax Airlines Orders A320neos

NEW TUNISIAN-based carrier Syphax Airlines has confirmed it is to buy three Airbus A320neos, becoming the first African-based airline to purchase the variant. It has also ordered three A320ceos, with both types powered by CFM engines.

The carrier's Chairman and Director General, Mohamed Frikha, commented: "We're focused on continuing to grow our Tunisian, North Africa and Europe routes, and an expansion of our network to Asia and North America, through hubs in Tunis and Sfax, while offering

passengers a luxurious service. "Adding the A320neo to our fleet means we can achieve all of these goals while benefiting from a 15% fuel saving." The airline already operates two A319s and three A320s and will shortly acquire a leased A330-200.

First 737-800 For Iraqi Airways

Ready for delivery at Boeing Field, Seattle, at the end of July, Boeing 737-81Z, YI-ASE (c/n 40104), is the first of the variant for Iraqi Airways and has a revised colour scheme. (Joe G Walker)



Southwest Unveils Penguin One



TO CELEBRATE 25 years of partnership with SeaWorld Parks, Southwest Airlines has unveiled its latest specialty aircraft, *Penguin One*, Boeing 737-7H4, N280NW (c/n 32533). Co-branded with images of one of SeaWorld's iconic animals, the

new livery was revealed at a ceremony at Orlando International Airport on June 20 and later flew to two other SeaWorld cities, San Antonio and San Diego. "SeaWorld has been an important partner to Southwest Airlines for 25 years,"

said Southwest Chairman, President and CEO Garry Kelly. *Penguin One* joins 12 other 737s in the Southwest fleet that carry unique paint schemes including the killer whale inspired Shamu One and Two liveries. (Southwest Airlines)

New Home for AirTran Boeing 717s

SOUTHWEST AIRLINES has signed an agreement with Delta Air Lines and Boeing Capital Corporation for the lease and sub-lease of all 88 717-200s acquired during its takeover of AirTran Airways in May 2011. The first example was scheduled to be handed over in August, with further deliveries at a rate of three per month as the type is gradually phased out of service by Southwest. Of the 88 aircraft, 78 are on operating leases, eight are owned and two are classified as capital leases [where the lessee assumes some of the risks of ownership as well as enjoying some of the benefits]. Transfer of three airframes per month will minimise the impact on fleet management operations, while the capacity lost will be covered by modification of the planned retirement dates of some of its 737-300s and 737-500s as well as new jets received from the manufacturer. Southwest has reported that adding the 717 to its all-737 fleet has caused complexity and added costs to its operations. As part of the agreement, it will pay the majority of the price to repaint the jets in Delta's livery as well as performing certain maintenance checks prior to delivery. The sub-lease terms for the 78 airliners plus the two on capital leases will range from six to 12 years, while the eight owned-aircraft will be leased for seven years, after which Delta has the option to purchase them at market value. Delta Air Lines plans to introduce the 717 on its Atlanta to Newark route on September 19.

FAA Rule Changes

THE FEDERAL Aviation Administration has announced plans to increase the number of flight hours required for co-pilots flying for US passenger and cargo carriers seeking their Airline Transport (ATP) certificate. Under the new rule co-pilots will have to obtain 1,500 flying hours to complete their certification, compared with the 250 hours currently required. The revision follows recommendations from the February 2009 Colgan Air Flight 3407 crash investigation.

Chinese Transports

Two Shaanxi Aircraft Company Y-8F-100 transport aircraft, B-631L and B-632L, made a technical stop at Malta's Luqa International Airport on July 17 during their delivery flight to Venezuela.

(Stephen J Muscat via Chris Cauchi)



Mexican Dreamliner



The first Boeing 787-8 Dreamliner, N961AM (c/n 35306) destined for Aeromexico, about to embark on its maiden flight from Paine Field, Everett on July 21. The aircraft was due to be delivered to the airline during August. Aeromexico has 19 787-8s on order, five of which are being leased from International Lease Finance Corporation (ILFC). (Joe G Walker)

FedEx Takes Off with -300F

The first of 46 Boeing 767-325F(ER) Freighters, N101FE (c/n 42706), at Boeing Field, Seattle on July 28 after its maiden flight. Ordered in two batches by Federal Express – 27 aircraft on December 14, 2011 and 19 on June 29, 2012 – the -300Fs will be delivered from this year through to 2019 and will replace the carrier's Douglas MD-10 and Airbus A310-200 fleet. (Joe G Walker)



in brief

WestJet Encore has signed a Total Component Support (TCS) contract with Lufthansa Technik for its Bombardier Dash 8-Q400 fleet. Under the multi-year agreement the German company will provide component repair and spare parts pool access help. WestJet Encore is currently taking delivery of 20 Q400s and has a further 25 options.

Transportes Aéreos Bolivianos is set to become only the second operator of the McDonnell Douglas MD-10F freighter when it takes delivery of former FedEx Express aircraft N314FE (c/n 48312). It is due to replace DC-10-10F, CP-2489 (c/n 46903), and DC-10-30F, CP-2555 (c/n 46937), which have been placed into storage, on freight flights between Bolivia and the US.

Frontier Airlines has received its first Airbus A320-214 equipped with Sharklets – the fuel-saving wingtip devices. The 168-seat single class aircraft, N220FR (c/n 5661), was handed over on June 26, on lease from the Aviation Capital Group. Appropriately, the company has selected an image of a tiger shark to adorn the jet's tail. (Photo Frontier Airlines)



Haiti Aviation made its inaugural flight on July 19 from Miami to Port-au-Prince using former Avianca and Dutch Antilles Express McDonnell Douglas MD-83, N120MN (c/n 53120). The investors in the new airline hope it will help bring tourists back to Haiti, a sentiment shared by the Minister of Tourism, Stéphanie Balmir Villedrouin, who said talks were already under way to develop holiday packages to the country.

Leeward Islands Air Transport (LIAT) has secured loans of \$65 million from the Caribbean Development Bank to help fund its fleet modernisation programme. The finance package, to be re-paid over a 13-year period, will be used to replace the airline's current fleet of 13 Bombardier Dash 8-300s and a single Dash 8-100 with six new ATR 72-600s and four ATR 42-600s.

Ecuadorian national carrier, **TAME Ecuador** took delivery of its first widebody airliner on July 11, when Airbus A330-243, HC-COH (c/n 348), was handed over at a ceremony at the airline's home base at Quito International Airport. The former Emirates Airline aircraft (ex A6-EAA) will be used on long-haul flights linking the Ecuadorian cities of Quito and Guayaquil with New York/John F Kennedy Airport.

Atlas Táxi Aéreo Receives Second Mi-171A1

RUSSIAN HELICOPTERS, a subsidiary of Oboronprom, part of the State Corporation Rostec, has delivered Mil Mi-171A1, PR-RUS (c/n 076105304), to the Brazilian carrier Atlas Táxi Aéreo. Built at its Ulan-Ude Aviation Plant, the helicopter is becoming a popular platform for the Brazilian oil and gas exploration industries and can be operated in harsh weather conditions to support the drilling work of oil company Petrobras in Brazil's rainforests. The new helicopter is the company's first to be fitted with the Russian manufacturer's T-HUMS

technology, an onboard health and monitoring system that automatically checks a wide range of units and components in real time, increasing flight safety significantly. Atlas Táxi Aéreo is also Russian Helicopters' launch customer for its latest model, the Ka-62, and ordered seven examples in December 2012 for delivery between the first quarter of 2015 and early 2016. The contract includes an option for another seven helicopters and establishing a service centre for the Ka-62 in Brazil. (Russian Helicopters)



New Owner for go!

HAWAIIAN INTER-ISLAND airline go! has been acquired by Oracle Corporation's CEO Larry Ellison, who bought the island of Lanai a year ago and recently also purchased Island Air. It is understood that go!

– which was owned by the Mesa Air Group and currently has a single Bombardier CRJ-200 – will continue to be operated by the Phoenix-based company, but the aircraft will be repainted into the Island Air brand.

Sunrise Airways Opens Maintenance Facility

NEW HAITIAN carrier, Sunrise Airways – owned by noted local businessman and philanthropist, Philippe Bayard – has opened a dedicated maintenance, repair and overhaul (MRO) facility. Based at Cibao International Airport at Santiago in the neighbouring Dominican Republic, it is the sole Haitian airline to have its own, in-house maintenance capabilities. The facility measures 8,000sq ft (743m²) and has capacity for three of its British Aerospace Jetstream 32EPs at a time, while the company also has more than 2,200 line items of J32 parts stored between the MRO centre and its headquarters in Port-au-Prince. "In order for us to grow and achieve our goal of uniting the western Caribbean with improved regional air services, having our own maintenance facility was a must," explained Philippe Bayard. The Haitian-owned commercial carrier was launched last November with a fleet of four 19-seat J32EPs and currently operates daily scheduled passenger services within Haiti as well as charter flights to various destinations throughout the western Caribbean. Additional links from its hub in Port-au-Prince to Havana and Santiago in Cuba, Providenciales in the Turks and Caicos Islands, and Kingston, Jamaica are planned for later this year.

Philippines Airlines Cleared To Fly To Europe

THE EUROPEAN Commission has updated its air safety list, which highlights airlines banned from operating in the skies over the European Union. Following improvements in the safety situation in the Philippines, national flag carrier Philippine Airlines is to be allowed to relaunch services to European airports. The nation's airlines were originally banned in March 2010 after poor results from an International Civil Aviation Organisation (ICAO) audit in 2009 which raised safety concerns. A follow-up audit in October 2012 showed some improvement but not enough for

the ban to be lifted, but a further review in February found significant progress had been made. An ICAO team revisited the Philippines between July 3 and 7 to verify the situation.

Commission Vice-President responsible for transport, Siim Kallas, said: "The EU air safety list was created for the protection of European skies and its citizens, but it can also serve as a wake-up call for countries and airlines that need to get their operational safety back in order. We confirm our willingness to remove Philippines Airlines from the list following its commitment

and capacity to implement international safety standards in a sustainable manner." The ICAO team found that the Civil Aviation Authority of the Philippines had worked hard to improve safety oversights over the intervening period, plus the ability of the national carrier to ensure effective compliance with the relevant aviation safety regulations as well as passing an on-site safety review that finally led to the ban being lifted. For all other airlines registered in the Philippines the ban remains until further effective compliance is achieved.



The seventh Boeing 737-800 for Japanese low-cost carrier Solaseed Air taxiing at Boeing Field, Seattle, on July 2. The aircraft, JA807X (c/n 39431), was delivered to the airline on July 13. (Joe G Walker)

Solaseed's Latest Boeing 737

Thai Airways Delays A380 Services to London

FOLLOWING THE announcement that Thai Airways International was introducing its Airbus A380s on the Bangkok to London route from December 1 (see *Airliner World*, August 2013, pg 26), the carrier has now said the launch has been put on hold for "important technical modifications – believed to be wing rib

feet strengthening by the manufacturer. Of its order for six A380s, the carrier has so far received four which fly to Singapore, Hong Kong, Paris, Tokyo and Frankfurt; the two outstanding were due to be employed on its London and Sydney rotations. A tentative operational date has now been set for October 30, 2014.

Mongolian Name Change

THE MONGOLIAN Airlines Group has been renamed Hunnu Air following a decision made in April to help avoid confusion with the similarly named national carrier, MIAT Mongolian Airlines. It launched its first domestic services on January 2, 2012 using two 50-seat Fokker 50s and has since added two leased Airbus A319s to its fleet.

Changi's Enchanted Garden

SINGAPORE'S CHANGI Airport Group (CAG) unveiled its latest themed garden in Changi International Airport's Terminal 2 Departure Transit Mall. This, its fifth such venture, boasts a display of vibrant colours and interactive technology, the centrepiece of which comprises four giant glass sculptures decorated with a mosaic of reflective stained-glass. As visitors walk through, motion sensors trigger sounds from nature while fibre-optic and LED lighting embedded in the floor create a carpet of sparkling lights. The 'Enchanted Garden' also features undulating pathways and a fish pond.

CAG's Senior Vice President, Yeo Kia Thyie, said: "The Enchanted Garden is [our] first interactive garden... passengers can stroll through a tranquil and soothing sanctuary, complete with the sights and sounds of a magical forest." (Changi Airport Group)



Rebrand Down Under

Bankstown Airport, Sydney-based Pionair Cargo has rebranded itself as Skyforce Cargo. The airline operates a fleet of two all-cargo Convair 580s including this example, VH-PDW (c/n 86) and two former Titan Airways British Aerospace 146-200QCs. (Paul Howard)



Hainan Receives Dreamliner

IN A ceremony at Boeing's North Charleston facility on July 4, the first of ten 787-8 Dreamliners was handed over to Hainan Airlines. The aircraft, B-2722 (c/n 34939), joins the fourth-largest airline by fleet size operating in the People's Republic of China, serving a network of more than 500 domestic and international destinations.

"Today is a great day for Hainan Airlines

as the most technologically advanced and fuel-efficient airplane in the world joins our fleet," said Vice Chairman Mu Weigang. "The 787 will allow us to open new routes from Beijing to North America and provide our unique 'Eastern-style' in-flight experience for our global passengers."

Hainan's Dreamliners are configured with 36 full lie-flat Business seats in

a 2-2-2 layout and 177 economy seats in rows of 3-3-3; each seat is equipped with a 15in (38cm) touch screen panel. The carrier will initially operate the 787 on its Beijing-Haikou domestic route. It will then be used to increase frequencies from its Beijing home hub to Seattle, Toronto and Chicago as well as to several new, as yet undisclosed, destinations. (Photo Boeing)



MASwings Receives First ATR 72-600

MALAYSIA AIRLINES' regional subsidiary, MASwings took delivery of its first ATR 72-600, 9M-MYA (c/n 1099), in a ceremony held at the Franco/Italian manufacturer's Toulouse facility on July 25. The aircraft is part of an agreement signed by Malaysia Airlines in late 2012 to purchase 36 ATR 72-600s – 20 firm plus 16 options – which will be operated by the national carrier's two regional subsidiaries MASwings and Firefly. MASwings will introduce nine

examples between 2013 and 2017, joining ten ATR 72-500s already operating with the airline. The new turboprops will enable it to increase frequencies on existing routes, serve new domestic destinations across eastern Malaysia and introduce new international routes. These new routes will complete the carrier's plan to link the three countries in the BIMP East ASEAN Growth Area (EAGA) – Brunei, Indonesia, Malaysia and

the Philippines. Datuk Captain Mohd Nawawi Awang, Chief Executive Officer of MASwings said: "We are pleased to further expand MASwings with aircraft featuring outstanding operational capabilities, while burning up to 50% less fuel than regional jets. The development of the environment is a key point of our strategy of growth, and the ATRs have consolidated themselves as the greenest regional aircraft on the market."

Tiger Changes Its Stripes

SINGAPORE-BASED low-cost carrier Tiger Airways has unveiled a group-wide rebranding exercise that will see the introduction of a new name, Tigerair, plus a revised livery and logo. The changes were revealed by group Chief Executive Officer Koay Peng Yen in Singapore and Rob Sharp, boss of Tigerair Australia, in Melbourne on July 3. Under the changes, the former leaping tiger logo has been replaced

by modern typography.

The company believes the change will help it connect better with its customers and said it would also be introducing mobile and web check-in facilities for all its passengers. "Today's news is much more than just a fresh coat of paint and a new logo: it's the start of the revival of our airline here in Australia," said Sharp. "The strategic repositioning of the brand will assist us through a

significant period of growth over the coming years."

One of the first aircraft to be rebranded in the revised livery, Tigerair Australia Airbus A320-232, VH-VNQ (c/n 5218), seen landing on Runway 34L at Sydney's Kingsford Smith International Airport. (Photo Victor Pody)



in brief

Airstream International Group, in collaboration with **Avmax Aviation Services**, has arranged the dry lease of a single de Havilland Canada Dash 8-Q311, ex C-GUZV (c/n 499), to Island Aviation Services of the Maldives. The aircraft is currently undergoing pre-delivery maintenance in Calgary, Canada, before being delivered later this year.

Garuda Indonesia celebrated the arrival of its first Boeing 777-300ER on July 2 (see *Airliner World*, July issue). The aircraft, PK-GIA (c/n 40047), is the first from an order for ten placed in January 2008. It is configured with eight First Class suites, 38 Business Class and 268 seats in Economy Class. The new type is a key component of Garuda Indonesia's 'Quantum Leap' fleet revitalisation programme.

Serpong, Indonesia-based **KAL STAR AVIATION** took delivery of its first ATR 72-600, PK-KSA (c/n 1080), on June 26. It has signed long-term lease agreements with Air Lease Corporation for two aircraft, with the second due for delivery in the third quarter of 2013. (Photo ATR)



International Lease Finance Corporation (ILFC) delivered a new 175-seat single-class Boeing 737-800, B-5841 (c/n 41789), to Tianjin-based **Okay Airways** on July 15. The jet, its first to be equipped with the manufacturer's Sky Interior, joins eight similar examples plus a -300 model in its fleet and will allow the airline to expand services to meet the growing demand.

The Philippine Government has given approval for the construction of a new terminal at Manila's Ninoy Aquino International Airport. The facility will be used by the growing number of low-cost carriers operating into the Filipino capital, and will be built alongside Terminal 3. It will allow the existing terminal to return to handling international traffic, the purpose for which it was originally built. The project may lead to the eventual closing of Terminals 1 and 4.

Nepalese national flag carrier **Nepal Airlines Corporation** has signed a contract with Airbus for two A320s equipped with Sharklet wing-tip devices. The \$183 million deal follows a memorandum of understanding signed in April. The new aircraft will be equipped with required navigation performance (RNP) technology, enabling them to fly precisely on predefined routes – particularly useful for operations into and out of Nepal's high-altitude airports which are surrounded by mountains.

RNP AR Approved for Dreamliner

BOEING HAS received FAA approval to fly Required Navigation Performance - Authorisation Required (RNP AR) procedures on its 787 fleet. Operators that fly such procedures claim a significant reduction of their fuel burn, emissions and airport congestion. Its use enables accurate flight along a predefined arrival or departure route using advanced on-board navigation systems together with GPS-based global navigation satellite systems.

"This approval enables us to help our customers realise the full potential of their 787s," said Mike Cafilisch, Director, Airspace Programs, Boeing Digital Aviation, Commercial Aviation Services.

STC For ExecLiner

ONTARIO, CANADA-based aviation company Flying Colours, has been granted a Supplemental Type Certificate (STC) by the European Aviation Safety Agency (EASA) for its new CRJ ExecLiner Corporate Shuttle programme. The latest interior is designed to accommodate 16 passengers in a business class environment, with some interior options including coloured LED mood lighting, high-speed data and Wi-Fi, IFE, and updated galley and toilet designs.



1,000th A330 Delivered

AIRBUS HAS celebrated the delivery of its 1,000th A330, with a -300 – powered by Rolls-Royce Trent 700 engines – being handed over to Cathay Pacific Airways at a special ceremony in Toulouse in July. The carrier, together with its sister airline Dragonair, is the world's largest operator of the A330, with a combined total of 56 now in

service.

"The A330 has played an integral part in our growth and we look forward to continuing our successful partnership in the future," said Ivan Chu, Chief Operating Officer, Cathay Pacific Airways. "It is the backbone of our mid-size fleet and we are delighted with the reliability, flexibility and above all the economics

Boeing 737-400 Freighter Conversions

BOEING SHANGHAI Aviation Services has been selected by Aeronautical Engineers Incorporated (AEI) to convert three 737-400s to freighters for Chinese carrier Yangtze River Express. The conversions will be performed

under a Supplemental Type Certificate (STC) held by AEI. The first arrived at Boeing Shanghai's facility at Pudong International Airport in early July and is scheduled for redelivery in the fourth quarter of 2013.

Embraer's Second Quarter Deliveries

BRAZILIAN MANUFACTURER Embraer delivered 22 commercial airliners and 29 executive jets in the second quarter of 2013. On June 30, 2013, the company's firm order backlog totalled \$17.1 billion – an increase of \$3.8 billion over the first quarter – and representing the company's highest backlog value since the third quarter of 2009.

Aircraft	Second Quarter	Total 2013
Commercial Aviation		
E170	1	2
E175	1	3
E190	14	22
E195	6	12
Executive Aviation		
Light jets*	23	31
Large jets	6	10
TOTAL	51	80

(*Eleven Phenom 100s, 12 Phenom 300s, five Legacy 650s, one Lineage)

Backlog				
Model	Firm Orders	Options	Deliveries	Firm Order Backlog
Commercial Aviation				
E170	193	27	185	8
E175	315	498	166	149
E190	563	204	473	90
E195	142	20	123	19
E175-E2	100	100	-	100
TOTAL	1,313	849	947	366



Passport Engine Begins Testing

CERTIFICATION TESTING has started on the first 'Passport' development engine at GE Aviation's Peebles Testing facility in Ohio, USA. The engine began ground testing on June 24 and ran for more than three hours, reaching in excess of 18,000lb of thrust. Eight Passport engines and one core unit will be involved in the engine certification

programme, with flight testing on GE's flying test-bed scheduled for 2014 and engine certification expected in 2015. The powerplant is the result of a joint venture between GE, IHI Corporation of Japan and TechSpace Aero of Belgium, and will be fitted on the Bombardier Global 7000 and 8000 business jets. (Photo GE Engines)

AIRBUS DELIVERIES



The latest Airbus A320 for UK low-cost carrier easyJet, G-EZWL (c/n 5702), was delivered on July 11 and is pictured at Palma Mallorca a few days later. (Javier Rodriguez)

Airbus delivered the following aircraft in June:

A319	1	Tibet Airlines
A320	29	Air New Zealand, Avianca, Capital Airlines, British Airways, China Southern Airlines (2), China West Air, easyJet, Frontier Airlines, IndiGo, Indonesia AirAsia, Interjet (2), Japan Air Asia, Jetstar, Jetstar Japan, Lufthansa (2), Niki, Orbest, Peach, Shenzhen Airlines, Sichuan Airlines, Spring Airlines, Star Flyer, TAM Linhas Aéreas, Volaris, Vueling, Wizz Air
A321	8	Asiana, China Southern Airlines, Sichuan Airlines (2), Turkish Airlines (2), US Airways (2)
A330-200	3	China Eastern Airlines, Hawaiian Airlines, Libyan Airlines
A330-300	5	AirAsia X, Cebu Air, China Southern Airlines, Iberia, Singapore Airlines
A380-800	2	Emirates (2)
Total	48	

BOEING DELIVERIES



SkyMark Airlines of Japan accepted this Boeing 737-86N, JA73NU (c/n 38046), in July.

The aircraft is on lease from GECAS. (Joe G Walker)

Boeing delivered the following aircraft in June:

737-700	1	Hainan Airlines
737-800	31	Aeroméxico, airberlin, Air China, ALC, American Airlines (3), ACG, BBAM, China Eastern Airlines, China Southern Airlines (4), GECAS (3), GOL (2), ILFC, Jet Airways, Lion Air, Malaysia Airlines, Pegasus Airlines, Qantas, Shandong Airlines, Shenzhen Airlines, Virgin Australia (2), Xiamen Airlines (2)
737-800A	1	Indian Navy
737-800BBJ	1	Boeing Business Jets
737-900ER	5	Korean Air, Lion Air (2), United Airlines (2)
747-8I	1	Lufthansa
747-8F	1	Unidentified
767-300ER	2	LAN Airlines, Uzbekistan Airways
767-300F	1	UPS
777-200ER	1	All Nippon Airways
777-300ER	6	Air Canada, American Airlines, BOC, Etihad Airways, Garuda Indonesia, Korean Air
777F	1	Qatar Cargo
787-8	9	Air India, All Nippon Airways, British Airways (2), ILFC, Japan Airlines, LOT Polish, Qatar Airways, TUI Travel
Total	61	

Upgraded Embraer E-Jet Order Confirmed

AIRCRAFT LESSOR International Lease Finance Corporation (ILFC) has finalised its order with Embraer for 50 of the manufacturer's new E-Jet E2s – comprising 25 E190-E2s and 25 E195-E2s. The firm order has an estimated value of \$2.85 billion at current list prices and was initially announced as a Letter of Intent to coincide with the launch of the new variant at the Paris Air Show in June. ILFC also has options for an additional 25 E190-E2s and 25 E195-E2s. Deliveries are expected to begin in 2018 and be completed in 2023.

"This order is in line with our current fleet strategy, which aims to provide our customers with a diverse mix of aircraft for their market-specific needs," said the lessor's CEO, Henri Courpron. "We will also leverage access to the existing operators of the current version of Embraer to offer them the new E2."

in brief

Atlantic Air Industries (AAI), has joined European turboprop manufacturer ATR's network of partner Maintenance, Repair and Overhaul (MRO) centres. AAI is based at Toulouse/Francal Airport and specialises in the heavy maintenance of ATR airframes. This follows the recent introduction of Germany's Rheinland Air Service (RAS) into the network for the European market.

Leading Romanian aerospace company, **Aerostar** has won a contract from Starbow of Ghana to carry out 'C' checks on its fleet of four BAe 146 regional jetliners. The first aircraft, a BAe 146-300, 9G-SBB (c/n E3123), arrived at Aerostar's Bacau facility on May 31 and departed on schedule on July 2. The remaining Starbow aircraft will be ferried to Bacau during 2013. (Photo Aerostar)



International Lease Finance Corporation (ILFC) has completed 125 lease transactions during the first half of 2013. These include extensions, new leases of used aircraft, as well as placements of new airframes. At the Paris Air Show, ILFC exercised options for an additional 50 Airbus A320neos and became the lessor launch customer for the Embraer E-Jets E2 family.

Lufthansa Technik (LHT) has recently established an Airline Support Team (AST) for engine services in Montreal, Quebec. It currently offers CFM56-5A/5B engine on-wing/on-site services, including module and blade replacement to customer Air Canada. Once fully established, it will have a team of at least 12 engine specialists with spare parts being delivered through LHT's global network.

Eirtech Aviation of Ireland has been awarded a major contract with low-cost carrier Southwest Airlines of the USA to incorporate a technical modification that has been mandated by the Federal Aviation Administration (FAA) for the carrier's fleet of Boeing 737s. Eirtech says its solution, which involves the production of wiring kits, is around half the price of alternative solutions and reduces the installation time by more than 50% over other providers.

In what is the first contract between the two companies, Maintenance, Repair and Overhaul (MRO) specialist **Ameco Beijing** has completed two Boeing 737-800 C-checks for Thai carrier **Nok Air**. The MRO company has already built up new cooperation agreements with customers, such as MEGA Maldives Airlines, Business Air, ACT Airlines and T'way Air since 2012.



Embraer Produces 400th Phenom

EMBRAER EXECUTIVE Jets has delivered its 400th Phenom, with the aircraft – a Phenom 300 – going to the Hansgrohe Group of Germany.

"Delivering the 400th aircraft is a major

milestone and illustrates the success of this programme in setting a new standard for entry-level and light business jets," said Ernest Edwards, President, Embraer Executive Jets.

"The type has been well received by owner-operators, corporate flight departments and leading fractional providers around the world." (Photo Embraer)



Craig West travelled to Airbus' Hamburg/Finkenwerder production facility to witness the official handover of the first American Airlines A319.

American's Airbus REVOLUTION

AMERICAN AIRLINES (AA) reached a major milestone in its ongoing restructuring programme when it took delivery of its maiden Airbus A319 on July 23. The jet, N8001N (c/n 5678), is the first of a landmark 260-aircraft order – comprising 130 A320ceo Family and 130 A320neos – placed almost exactly two years prior and represents one of the cornerstone's of the new-look carrier's bankruptcy reorganisation.

Teams from AA, Airbus and CFM International gathered at the European manufacturer's Hamburg/Finkenwerder facility to celebrate the delivery of the

CFM56-5B-powered aircraft, configured in a 128-seat, two-class layout. Significantly, the aircraft was the 100th A320 Family jet – and the first A319 – to be equipped with Airbus' fuel-saving Sharklet wingtip devices.

"Everything about the new A319 has been designed with the customer at the centre," said Virasb Vahidi, AA's Chief Commercial Officer. "The introduction of the A319 is another important step in building a strong foundation for the new American. We're pleased to be partnering with Airbus."

Airbus Chief Commercial Officer –

Customers, John Leahy, added: "It's our great pleasure to welcome back American Airlines to the Airbus family. It is demonstrating its confidence in a single-aisle product that has proven to be a game-changer for airlines around the world. American is undertaking a major strategic evolution and we are pleased to watch the A320 Family becoming an integral part of the airline's future success."

AA plans to take delivery of 130 current generation A320 Family aircraft – including both the A319 and A321 – over the next four years with a further 130 re-engined A320neos following from 2017.



It expects to receive 15 of the 128-seat A319s this year, along with five A321s, but is yet to disclose the eventual split between these types for its future deliveries, noting that it has the option of switching between the two based on its operational requirements.

Speaking at the handover ceremony, AA Chairman, President and CEO Tom Horton commented: "We have come a very long way in a very short period of time and Airbus has played a huge part in that. Such a large order was always going to be a game-changer, but unfortunately we had more vision than we had money [the carrier filed for Chapter 11 bankruptcy protection in November 2011]."

According to Leahy, one of the most attractive elements for American was the prospect of acquiring the fuel-efficient A320neo – the Fort Worth, Texas-based carrier will operate the 'current engine option' (ceo) aircraft under a lease agreement, but will buy the neo examples outright.





Above • N8001N (c/n 5678), is the first A319 - and 100th A320 Family jet - to be equipped with Sharklets. (Airbus)

Left • AA's Tom Horton said Airbus has played a large part in the carrier's transformation. (All photos Key - Craig West unless stated)

A New Look

American's first A319 is painted in its eye-catching new livery (see panel) while the carrier has also introduced a new cabin interior. In Economy, the A319 features Recaro slimline leather seats along with in-seat audio video on demand (AVOD) from Thales, electrical outlets and USB jacks while Gogo Wi-Fi is available throughout the aircraft.

First Class passengers will be seated in a two-plus-two configuration and can choose from a selection of up to 200 movies, 180 TV programmes, more than 350 audio selections and 15 games, on a 12.1in (30.7cm) HD-capable, touch-screen monitor.



Into Service

The arrival of the A320 Family will enable the US carrier to enter a new era of fuel-efficient operations with the Airbus jet expected to offer a 35% reduction in fuel cost per seat against AA's ageing fleet of MD-80s.

The airline has confirmed that the A319 will initially be based at Dallas/

Forth Worth and will enter service on September 16 on routes to Charlotte, Cleveland, Memphis and Wichita. The type is expected to make its international debut - to Toronto, Canada and San Salvador, El Salvador - on October 14 and November 1 respectively.

AA is due to receive its first A321 later this year and will use the type on its transcontinental routes from New York/John F Kennedy to Los Angeles and San Francisco. Dubbed the A321T (for Transcontinental), the aircraft, which usually accommodates up to 220 passengers, will be configured in a three-class, 102-seat layout including lie-flat business seats.

Above left • The handover ceremony in Hamburg had a distinctly American feel.

Below left • AA's Tom Horton poses with Virasb Vahidi and the crew of the A319.

Below • The A319 features eight all-leather First Class seats in a two-plus-two layout.

A Silver Tale

American Airline's (AA) eye-catching new livery is significantly different from the iconic polished aluminium finish that has adorned its aircraft for the last 30 years. However, the new silver mica paint which covers the fuselage of its fleet caused several problems during development.

"We tested the new colour scheme on a Boeing 757 and a McDonnell Douglas MD-80," AA Chairman, President and CEO Tom Horton told *Airline World*. "We flew the aircraft to a paint shop in an undisclosed location and repainted them in the new livery. One of the biggest problems we had was trying to view the new colours in the daylight - we were desperate to keep the new branding a secret until the official launch so we waited until the airport had no traffic or overflights before towing it out of the hangar."

He added that the shade of silver used was of critical importance "so we painted the aircraft fuselages in several different shades before making a final decision. In fact, the colour we eventually selected was inspired by Virasb's [Vahidi] German-built company car!"





Sebastian Schmitz charts the early development of new Norwegian carrier FlyNonstop, and discusses its future expansion plans.

Kristiansand's Ho

Espen Hennig-Olsen is a brave man! Having once co-owned and managed the family's famous ice cream company he decided to take on an even bigger challenge, starting his own airline. Hennig-Olsen ice cream is a household brand in Norway (the author can vouch for its excellence) – but in 2011 Espen sold his stake in the business for NOK 50 million (£5.64 million) to his brother Paal, and his three sons. Within the year, Espen had announced his intentions

FlyNonstop's first aircraft is this Embraer 190LR; PH-FNS (c/n 19000616) named 'Elias'. It was delivered directly from the Brazilian manufacturer's production line on April 17, 2013. (Airteamimages.com/Jan Severijns)

to establish an airline to serve his hometown of Kristiansand.

Located in the southern-most part of Norway, Kristiansand is not particularly large with just over 90,000 inhabitants, the nation's fifth-biggest city. Yet, the region is home to some of the world's leading companies producing components for the oil and gas industry. However, connections from Kristiansand's airport were traditionally somewhat limited and with a steady demand for business as well as leisure travel.

A name that says it all...

Plans were revealed to Kristiansand's local and regional media on October 16, 2012 and after six months of intensive hard work, the venture was finally ready to launch its first services on April 25, 2013. Its name, FlyNonstop, really says everything about the motivation behind the new carrier. A number of routes were identified that had not previously been served from Kristiansand, a mix of both business and leisure destinations including: London, Paris and Parma



brings a good deal of experience to the position, having held a number of senior posts with other Scandinavian carriers.

For its launch, FlyNonstop decided to team up with an experienced partner. Espen explained: "I consulted a number of key people in the industry, including a very well-known aviation personality from the UK and they all advised me not to get our own Air Operator's Certificate (AOC) for the launch. Obtaining your own AOC is an enormously complex process. So, we decided to let another organisation do the operational part for us for the time being, allowing us to concentrate on the commercial side, developing the network and marketing." Dutch aircraft, crew, maintenance and >>

The E190 has been christened 'Elias' after CEO Daniel Lindberg's son who was born shortly before the airline launched its first services in April this year.

Below • From ice cream sales to the aviation industry, the owner and marketing director of FlyNonstop, Espen Hennig-Olsen. (FlyNonstop)



metown Carrier

in northern Italy and tourist hotspots such as Palma de Mallorca, Nice and Dubrovnik on the Croatian coast.

Espen established the company's headquarters in an office in downtown Kristiansand; coincidentally the same building in which his grandfather set up the family's first ice cream shop. From here, a small dedicated team runs Norway's newest airline. The day-to-day operation of the carrier is the responsibility of CEO Daniel Lundberg and although he is only 35 years old, he

"ESPEN HENNIG-OLSEN IS A BRAVE MAN! HAVING ONCE CO-OWNED AND MANAGED THE FAMILY'S FAMOUS ICE CREAM COMPANY HE DECIDED TO TAKE ON AN EVEN BIGGER CHALLENGE, STARTING HIS OWN AIRLINE."





insurance (ACMI) specialists, Denim was the partner it chose.

FlyNonstop's first jet, an Embraer 190LR fittingly registered PH-FNS (c/n 19000616), was delivered directly from the Brazilian manufacturer's production line on April 17, 2013. It is painted in the attractive livery the carrier has adopted, with three golden seagulls on the tail. It was christened *Elias*, after the CEO's son, who was born at the time the airline embarked on its first flights. The aircraft is flown under a dry-lease agreement from US leasing company CIT Aerospace.

Espen is full of praise for Embraer and the lessor: "Even though we were only taking one jet, both treated us in the most supportive way, more than we would have expected." He added: "We were probably not the easiest customer in the world, I had a number of wishes

and specifications that I wanted changed. Unfortunately, because of long lead times, not all of them could be fulfilled, but some will be considered for future acquisitions."

The new airline then entered into an Aircraft Operational Agreement with Denim, allowing it to utilize the Dutch company's AOC. FlyNonstop currently employs three of the five cockpit crews and all five cabincrew directly, although they are all managed under Denim's rules and regulations.

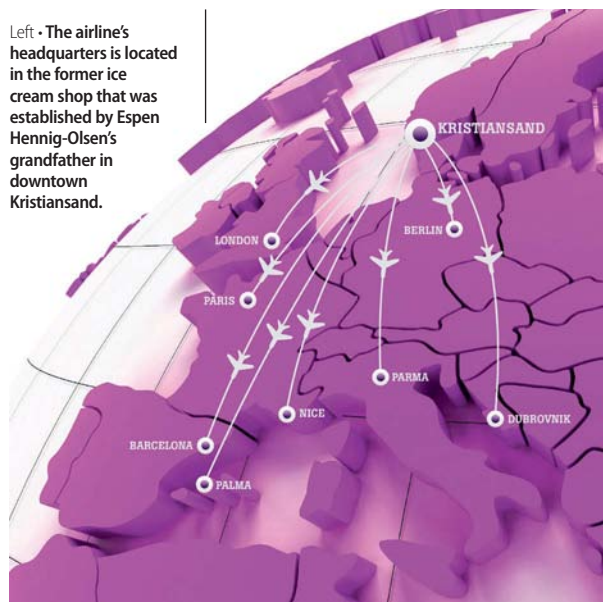
During the aircraft selection process, FlyNonstop's management team evaluated seven different types. "When I saw the Embraer for the first time, I secretly hoped that we would find good reasons to acquire it," says Espen. In the end, the E190 was chosen. "We found this to be the most suitable jet for us. It is state of the art in terms of

technology; and we will still be able to acquire additional examples of the same type in the future. The economics are right for us and the cabin of the Embraer is more spacious than other regional jets. There is plenty of room for hand luggage and we think it is just a great aircraft. Another important criterion was the ability to fly into London City

The company's E190 cabin has been laid out in a single-class 100-seat, with a two-plus-two configuration. (Airteamimages.com/Jan Severijns)



Left - The airline's headquarters is located in the former ice cream shop that was established by Espen Hennig-Olsen's grandfather in downtown Kristiansand.





“WHEN I SAW THE EMBRAER FOR THE FIRST TIME, I SECRETLY HOPED THAT WE WOULD FIND GOOD REASONS TO ACQUIRE IT.”

Espen Hennig-Olsen

Airport, with the Embraer jet already certified, while others were not. The type also has the ability to take off from Kristiansand's relatively short runway, with a full load.”

With only one E190 in the fleet, what happens if it should get damaged, for example by a bird-strike, something that is quite a common event at Kristiansand Airport? Espen replied: “We have contracts with six airlines to source a quick replacement jet; these include Estonian Air, Finnair, Augsburg Airways and Bulgaria Air. In the case of an aircraft on the ground, we would contact them all and the first to respond would get the contract. We have already used Estonian Air to operate on our behalf during scheduled maintenance of our jet, and this worked perfectly. We also have an agreement with SAS to accommodate passengers on their flights

should re-bookings become necessary. The airline's schedule is planned quite conservatively, with a ‘maintenance break’ between Tuesday afternoon and late Wednesday morning.

Serving its customers

Espen Hennig-Olsen held the position of marketing director of his family's ice cream business for more than 30 years, thus product promotion and marketing are his specialities. Although he doesn't have an aviation background, he is very experienced when it comes to creating high-quality products that customers are willing to pay a premium for. He explained: “The plan was to create something special here and concentrate on getting the details just right. As one example, after take-off all passengers are given iPads to use. A selection of films, music and games as well as destination

Above • The airline's management team evaluated seven different types, with the Embraer E190 finally being selected. (Airteamimages.com/Jan Severijns)

Right • All passengers are given iPads to use onboard their flights. Pre-loaded content includes films, music, games and information on the destinations served by FlyNonstop.

Below • The Embraer 190 features an all-digital cockpit with an avionics suite based on the Honeywell Primus Epic integrated avionics system. (Airteamimages.com/Jan Severijns)



information has been pre-loaded on them. We have also added our in-flight menus onto the iPads.”

Right from the start of operations FlyNonstop decided against providing free food and drinks for everyone on its services, instead it decided to improve the quality of its offerings and sell them to those passengers who really wanted them. “We did not want to become just another mediocre start-up airline,” Espen said. The E190 is flown in a 100-seat configuration, with just two flight attendants, although a third is assigned once bookings exceed 70 passengers. This has already happened a few times on its most popular routes to London and Nice. Conversely, some services are not experiencing the high demand anticipated – something that a start-up must expect.

Its focus for the launch period was to create a loyal customer base in and around Kristiansand. Espen is a well-known personality in the city, and he says the support from local companies and individuals has been tremendous. “Everybody likes the idea of having a locally-owned airline and they take pride in it.” For Kristiansand Airport, the launch of FlyNonstop doubles the number of scheduled destinations served from seven to 14. “London, with five weekly frequencies, is our busiest route in terms of passengers carried, while Nice has >>



Passengers boarding the E190 for evening flight from Kristiansand to London City Airport.



When passengers look out of the windows of the airline's sole Embraer regional jet, they will not fail to notice the subtle branding on the aircraft's winglets. (All images author unless stated)

Three golden seagulls feature prominently on the tail of FlyNonstop's E190. The sea birds are a common sight around Kristiansand and form part of the carrier's corporate branding. (Airteamimages.com/Jan Severijns)



the highest load factors, but has only two rotations a week," Espen explained. The flights to Berlin/Schönefeld are currently lagging behind expectations: "We were hoping to fly to Berlin's new Brandenburg International Airport when we launched, but the problems there have forced us to serve Schönefeld instead, which is not very popular, particularly with business travellers. We were considering a move to Tegel, but couldn't get the right slots," he said.

A few weeks after the author's visit to Kristiansand, FlyNonstop announced it was suspending services to Berlin and Paris over the summer months, due low business demand. The routes will be

reopened again in late August. For the coming winter schedule, a number of new destinations are planned. Summer-only destinations like Palma and Dubrovnik will be dropped. Meanwhile Altenrhein in Switzerland, close to many of the ski resorts, will be served from Norway for the first time, with FlyNonstop offering two weekly links

"ACCORDING TO ESPEN, FLYNONSTOP HAS MADE A GOOD START, EVEN EXCEEDING EXPECTATIONS IN CERTAIN AREAS."

from Kristiansand and Ålesund. It will also fly to Dublin and Manchester – both of the latter's football clubs are extremely popular in Norway and the carrier is scheduling flight times around Premier League matches. Another business destination being added to its network is Stockholm's Bromma Airport, which will have three weekly rotations, while it is also planning to introduce services to another sunspot, Alicante in Spain. Espen reveals he has the backing of the local business community for the airline to provide links to another European hub (although he didn't reveal which) from where oil and gas industry destinations in Africa and the US can be reached with ease.

Until the launch of FlyNonstop, KLM was the only European network carrier serving Kristiansand, doing so with up to three daily flights, linking into its global hub in Amsterdam. A major challenge facing FlyNonstop is generating more incoming traffic. It has entered into partnerships with several different tourism companies to help promote the region – which is already popular for fishing, rafting and other outdoor activities – outside of the country and to encourage more international visitors.

According to Espen, FlyNonstop has made a good start, even exceeding expectations in certain areas. For the coming autumn months, load factors look very promising, particularly on the new services to Manchester and Altenrhein. If the company is successful at Kristiansand, the business model could well be duplicated at other similar Norwegian airports, such as at Ålesund, located on the country's western coast. It is already offering a twice-weekly link from there to Nice and will fly to Altenrhein in the wintertime, with more routes likely to follow in the future. FlyNonstop is just at the start of its journey; Espen's calculated risk to invest in a local independent airline was very brave, and hopefully his conviction will pay dividends in the years ahead. **W/**

Seen in the late evening light parked on the apron at London City Airport is FlyNonstop's Embraer 190, which is being turned-around ready for its return rotation back to Kristiansand Airport.



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Antonov An-225

Visits the UK

The Antonov An-225 is a larger version of the earlier An-124.
(Emma Conroy)

When the world's biggest aircraft touched down at Manchester Airport on June 24 it delighted hundreds of aviation enthusiasts. The Antonov An-225 *Mriya* (Ukrainian for *Dream*) is the only one of its kind currently flying and is used for carrying

oversized cargo. The aircraft has been an occasional visitor to Manchester – having first arrived in 2003, and again in 2006 – when it touched down on Runway 23R after a three-and-a-half-hour ferry flight from its base at Kiev's Gostomel Airport.

Watching the giant aircraft land from

a vantage point near the airport's fire station was Julian Van Gelder. As managing director of Premiere Handling, Julian, known to all as Jug, had spent several weeks preparing for the arrival. From offices in the airport's Terminal 1 he and his team had organised every detail of the stay in Manchester.



The world's largest aircraft arrived at Manchester International Airport on June 24 to load equipment destined for South Korea. Eryl Crump reports from the apron.

"It started with a call asking if we could handle the aircraft," said Julian. "We've been in business for five years and handle many of the ad hoc one-off flights that arrive at Manchester. Every aircraft movement here needs a handling agent, even something as small as a Cessna 172."



In 2009 the An-225 was painted in a new blue and yellow paint scheme, the national colours of Ukraine. (Emma Conroy)



Far right • After landing, the engines need to be inspected before the next flight.

On arrival, the aircraft was marshalled onto a taxiway midway between Terminal 2 and the freight terminal.
(All photos author unless stated)

The large aircraft needs multiple wheels to spread the load.

The An-225 arrived empty and was to take a load of pumping equipment destined for the oil industry.
(Airliner World)



"We also handle air ambulance flights and had one recently where we had just 30 minutes' notice. The aircraft arrived from Northern Ireland with a heart for transplant and the package was on its way to Wythenshawe Hospital [south Manchester] within minutes of landing. So while this flight is unusual for us, it's not that out of the ordinary."

After receiving confirmation the aircraft would arrive at lunchtime on June 24, Julian was able to firm up provisional arrangements made with hauliers and other specialist contractors. "The An-225 arrived empty and was to take a load of pumping equipment destined for the oil industry to South Korea. A flatbed truck was required to bring the cargo from the freight terminal to the aircraft and two heavy cranes were needed to lift three items onto the cargo deck. We also had to obtain customs clearances for the freight, sort out the crew's paperwork and order food supplies for their onward flight. It takes time to do that but we have the experience to handle it."

On arrival, the aircraft was marshalled onto a taxiway midway between Terminal 2 and the freight terminal. "Its wingspan is bigger than most aircraft so it can't use the entire taxiway as there are two lamp posts in the way. The marshaller had to stop it precisely, and on departure it had to be pushed back using its own tow bar. The crew then had to open the door again and restow the bar, causing some disruption to the airport operations," added Julian.

"It's the biggest aircraft I've ever seen. It's a beast, isn't it?" said marshaller Shaun Godfrey after the aircraft had come to a stop. Once the engines had been shut down, the flight crew disembarked and departed for their hotel. The 13-strong ground crew then opened the huge cargo door and set in motion the 'kneeling' process which lowers the front wheels to allow slightly easier access onto the main cargo deck.

Forklift trucks then moved a ramp

"IN AUGUST 2006, THE HEAVIEST SINGLE CARGO ITEM EVER SENT VIA AIR FREIGHT WAS LOADED ONTO THE AN-225 – A GENERATOR FOR A GAS POWER PLANT IN ARMENIA, PLUS ITS LOADING FRAME, WEIGHED IN AT A RECORD 189 TONNES."



system into position which the crew quickly and efficiently secured in place. The ramp extended beyond the front by some distance and this provided sufficient clearance for the cranes to lift the large pumps – the heaviest weighed 32 tonnes – onto the ramp. These were then hauled onto the aircraft along the roller ramps by a very powerful winch. The aircraft's crane, which is stored at the back of the cargo deck, was not needed on this occasion.

The aircraft

The An-225 was designed by the Soviet Union's Antonov Design Bureau (ADB) in the 1980s specifically to transport the *Buran* spacecraft. Essentially it is an enlargement of the successful An-124 with a 23ft (7m) longer fuselage and two additional engines on a wider and longer wing (see *Airliner World* December 2012). The aircraft was completed in 1988 and a second An-225 has since been partially finished. In the late 1980s, efforts were begun by the Soviet Government to generate revenue from its military assets and a holding company was set up by the ADB as a heavy airlift shipping corporation under the name 'Antonov Airlines'. Although based in Kiev, the company also operated from London/Luton Airport in partnership



with Air Foyle HeavyLift. It began operations with a fleet of four An-124-100s and three An-12s, but by the late 1990s a need for aircraft larger than the An-124 became apparent. In response, the original An-225 was re-engined, modified for heavy cargo transport and placed back in service under the management of Antonov Airlines.

The aircraft is operated by a flight crew of six – two pilots, two flight engineers a navigator and a radio operator. The flight deck is accessed by a retractable ladder from the titanium cargo floor. Behind the flight deck are the crew quarters which Andriy Blagovisniy,

After an overnight stay the aircraft was due to depart for Seoul via the Siberian city of Novosibirsk. (Nik French)

The aircraft is operated by a flight crew of six – two pilots, two flight engineers a navigator and a radio operator. (Airliner World)

commercial executive with Antonov Airlines, described as "similar to a submarine". Two small compartments along with a toilet and galley serve some of the ground crew with space behind for storage of personal effects. A similar crew compartment is fitted at the rear of the aircraft.

"In 2009 the An-225 was painted in a new blue and yellow paint scheme, the national colours of Ukraine, after Antonov ceased co-operation with Air Foyle and partnered with Volga-Dnepr in 2006," Andriy told *Airliner World*. "In August of that year the heaviest single cargo item ever sent via air freight was





loaded onto the An-225. At 53.3ft (16.23m) long and 14ft (4.27m) wide, the consignment – a generator for a gas power plant in Armenia and its loading frame – weighed in at a record 189 tonnes. The following June, the An-225 carried the world's longest piece of air cargo when it flew two new 137ft 10in (42m) test wind turbine blades from Tianjin, China to Denmark."

Earlier this year the Russian Government announced plans to revive Soviet-era space launch projects that

would use a purposely-built modification to the An-225 as a mid-air launchpad.

Loaded

It took nearly seven hours for the aircraft to be loaded and the sun was setting over Manchester's western apron when the ground crew finally declared themselves happy and stowed their equipment, closed the door and headed for their hotel.

However, for Julian and his team there was still work to do. With the 75-ton



load secured, the aircraft could now be fuelled: the captain had ordered 149,000 litres of fuel, and the task took two fuel bowisers nearly two hours to complete. After an overnight stay the aircraft was due to depart for Seoul via the Siberian city of Novosibirsk, but a delay ensued after some bureaucratic difficulties were encountered and the An-225 eventually departed on June 26, making a stopover in Kazakhstan instead. In South Korea, the pumps were unloaded and taken to their final destination. Meanwhile the An-225 headed back to Europe, flying to Basel with another cargo. Its unique size and ability to carry heavy loads has led to high demand for its services and flights are booked up several months in advance. **W**

The 13-strong ground crew then opened the huge cargo door and set in motion the 'kneeling' process which lowers the front wheels.

A flatbed truck was required to bring the cargo from the freight terminal to the aircraft and two heavy cranes were needed to lift the three items onto the cargo deck.

The author would like to thank Julian Van Gelder and the crew of the An-225 for their assistance in preparing this article.

"IT'S THE BIGGEST AIRCRAFT I'VE EVER SEEN. IT'S A BEAST, ISN'T IT?"

Marshaller Shaun Godfrey.

The An-225 eventually departed on June 26 and made a stopover in Kazakhstan en route to South Korea. (Charles Cunliffe)



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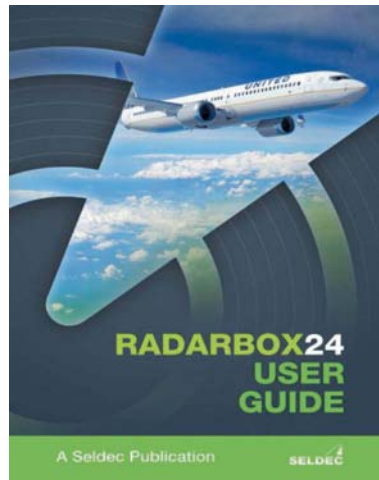
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CTC Aviation – Global

Tony Dixon finds out how the airline pilots of tomorrow start their training with one of the world's leading aviation schools.

Despite a growing need for airline pilots worldwide, it is becoming increasingly difficult for young people to fund their training route to the cockpit.

It can cost an eye-watering £100,000-plus to become an airline pilot and, understandably, many industry professionals claim that qualified crew shortages are looming.

One company trying to ease the financial burden for aspiring flyers is UK-headquartered CTC Aviation Group Limited (CTC). Chief Executive, Rob Clarke, said at a recent recruiting event: "Globally, there are around 22,000 commercial jets and this is forecast to grow to 40,000 by 2030. Furthermore, there are currently some 147,000 pilots, but between now and 2030 we need to find a further 450,000 to pilot the growing fleet of aircraft, meet the increased demand for airline travel and to replace those who will retire."

Initial Application

Would-be pilots training through 'CTC Wings' - the cadet pilot programme - initially apply online, detailing educational qualifications and any flying skills - a number of students complete the course with no previous flying experience. The next step is a series of online tests and questions before successful applicants are invited to an assessment day at the company's Crew Selection Centre at Dibden Manor to the south of Southampton, UK. After a

detailed presentation on the 'CTC Wings' course and CTC Aviation as a wider organisation, applicants take part in various exercises to assess interpersonal team skills through group discussions, and a series of aptitude tests using the world's leading pilot assessment tool [PILAPT]. Hand an eye co-ordination, decision making skills, numeracy and mental arithmetic are all tested. Successful candidates are asked to stay on for the afternoon interview stage. In front of an experienced assessor team of aviation professionals and instructors, they have the opportunity to 'sell' themselves in a session that also covers topics such as the sort of interpersonal skills an airline pilot should have, and how character and experience comes across. Additional questions test knowledge about the industry in general and CTC's Partner Airlines - see panel.

Within 48 hours (normally) applicants learn the results of their endeavours and those successful are invited to join a course. In the past, carriers (such as British Airways, which had a flying training school at nearby Hamble), employed trainees, but now prospective pilots have to pay for their own courses. CTC has worked hard with its CTC Wings Partner Airlines and international banks to help with the partial loans - around £69,000 per candidate, obtained as a bond. Once a student has completed the course and been accepted by an airline, the money is repaid over a period of time via the carrier. >>

Introduced by the Flight Crew Licensing and Training Panel of the International Civil Aviation Organisation (ICAO) in 2006, the Multi-crew Pilot Licence (MPL) was implemented to ensure that standards remain continuously relevant in meeting current needs while preserving and improving on future flight safety.

"Globally, there are around 22,000 commercial jets and this is forecast to grow to 40,000 by 2030," Rob Clarke, CEO of CTC.



Student courses start at CTC's Crew Training Centre at Nursling on the outskirts of Southampton.



airline training provider

A close-up, side-profile view of a pilot with short brown hair and glasses, wearing a headset and a light blue shirt. He is looking out of the cockpit window at a lush green landscape with fields and small towns. The cockpit's instrument panel and control yoke are visible in the foreground.

**"BETWEEN NOW
AND 2030 WE NEED
TO FIND A FURTHER
450,000 TO PILOT THE
GROWING FLEET OF
AIRCRAFT, MEET THE
INCREASED DEMAND
FOR AIRLINE TRAVEL
AND TO REPLACE
THOSE WHO WILL
RETIRE."**

Chief Executive, Rob Clarke

Initial flying in New Zealand is conducted on a fleet of Cessna 172s and DA20 Katana for basic training, and DA42s for multi-engine work.



The cockpit of a Diamond DA42 Twinstar with a Garmin G1000 instrument panel.

Nursling

Student courses start at CTC's Crew Training Centre at Nursling just a few minutes from Dribden Manor. Here, CTC also provides training support for Air Transport Pilots Licence (ATPL) theory as well as airline-specific training for qualified airline pilots from client airlines around the world. In addition to training rooms, the building houses full flight and fixed base simulators, including two Airbus A320s, a Boeing 737-800 NG and two Flight Training Devices for the 737-300 and 737-700 (essentially 'static' simulators). They are complemented by a suite of specialist Computer Based Training (CBT) areas, briefing rooms, two Airbus Virtual Flight Decks (VFD) and comprehensive engineering support facilities. The centre is also a Civil Aviation Authority (CAA) Approved ATPL exam centre.



Courses

There are a number of different training routes available through CTC Wings - Multi-Crew Pilot Licence (MPL), Integrated and Modular. The MPL is a competency-based licence that is entirely airline focussed and requires a partnership between the trainee, the training provider (CTC), an airline (including easyJet, Monarch Airlines

"THERE ARE 200 TO 250 STUDENTS AT ANY ONE TIME IN THE SYSTEM. TRAINEES FROM ALL AROUND THE WORLD ELECT TO TRAIN WITH CTC."

"Our first group of 'Monarch Wings' MPL graduates have begun flying with us and we have already seen an impressive increase in their capacity and skill," Kevin George, Managing Director of Monarch Airlines. (Airliner World)



and Qatar Airways) and the regulator. Cadets are pre-selected by both CTC and the Partner Airline and trained to operate a specific aircraft type, such as the A320, utilising the airline's Standard Operating Procedures (SOPs). Training takes place on CTC's fleet of Garmin 1000 (glass instrument)- equipped Cessna 172 aircraft, before moving on to their A320 simulators and finally completing advanced training in the right hand seat of an A320 with their Partner Airline. Other options available - involving more flying - include joining British Airways (BA) as part of its Future Pilot Programme (FPP), which CTC manages in its entirety on behalf of BA, and culminates in a full Air Transport Pilot's Licence (ATPL). CTC Wings International Pilot Programme (IPP) for international applicants, modular training through CTC Wings Takeoff and CTC Wings Cadet- CTC's own flagship ab initio programme which aims to place graduates with one of its 17 Partner Airlines.

"We have 200 to 250 students at any one time in the system," Captain Mike Redrupp, Managing Director of

CTC first started providing type rating 15 years ago and was closely involved with easyJet when it first started. Even now, a substantial proportion of its cadets go to the carrier.

(Airliner World)



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Monarch Airlines
Qatar Airways
Royal Brunei Airlines
Thomas Cook Airlines
Thomson Airways

CTC's UK-based Type Rated Training Organisation (TRTO) operation told *Airliner World* at Nursling. "We receive applicants from aspiring pilots the world over for CTC Wings including a large number of British applicants. We first started providing type rating 15 years ago and were closely involved with easyJet when it first started. Even now, a large proportion of our cadets go to the carrier. In fact, 10 to 15% of the current easyJet pilots have been trained by us and around 50% of all of easyJet's flight crew have been through CTC. We also have strong links with Monarch Airlines and around 70% of its crews have come from here."

Ab initio training starts either at Nursling or in New Zealand with a five-month ground school. Following successful completion, students complete a flying phase of up to eight months in New Zealand. Conducted at Hamilton International Airport, it provides

Multi-crew Pilot Licence

Introduced by the Flight Crew Licensing and Training Panel of the International Civil Aviation Organisation (ICAO) in 2006, the Multi-crew Pilot Licence (MPL) was implemented to ensure that standards remain continuously relevant in meeting current needs while preserving and improving on flight safety. Compared to traditional training pathways it makes greater use of simulators, adopts competency-based-training methods and further applies human factors and threat and error management in all phases of training. In the past, many pilots had a military background and have progressed via a Private Pilot Licence (PPL) and a Commercial Pilot Licence (CPL). The MPL allows pilots to work towards the 'frozen' Airline Transport Pilot Licence (ATPL). The course continues once the trainee is established with an airline but does not finish until the end of final line check.

training facilities and accommodation for approximately 300 trainee pilots and instructors. The purpose-built training centre houses ten briefing rooms, nine large lecture rooms, a crew room, simulators for Diamond DA42s Twinstars and Beech 200 King Airs and planning and operations facilities as well as a large suite of management and administration offices. Initial flying is conducted on a fleet of Cessna 172s and DA20 Katanas for basic training and DA42s for multi-engine work.

"We chose New Zealand because it is English speaking, has a similar culture, topography and weather," said Captain Lee Woodward, CTC's Director of Business Development. "We also get students there direct from Brunei, Japan, Singapore and Vietnam as we have links with a number of airlines and universities in the Far East."

Once the tuition in New Zealand is complete, students return to Nursling >>



A large proportion of the MPL course involves simulator training on the Airbus A320 Family.

(Airliner World)

to finish the intermediate and advanced sections of the courses in the simulators and CBTs.

CTC Wings Integrated Cadet course includes:

- Foundation skills training (going beyond the equivalent of a Private Pilot's Licence level)
- Air Transport Pilot's Licence (ATPL) theoretical knowledge training
- ATPL theory examinations
- Multi Engine Rating
- Commercial Pilot's Licence (CPL)
- Instrument Rating
- Frozen ATPL
- CTC's Airline Qualification Course (AQC), which incorporates a Multi-crew Cooperation Certificate (MCC)
- Airline jet type rating (subject to airline placement)
- Airline preparation days
- Base and Line Training with the partner Airline (subject to airline placement)



Entry Criteria

Have you got what it takes to become a CTC Wings Cadet pilot? To qualify, you must:

- Be at least 18 years of age
- Have the unrestricted right to live and work in the EEA or Switzerland. (CTC Wings IPP is available for those who do not have this right)
- Hold a minimum of five GCSEs (or equivalent) Grade C or above including maths, science and English language
- Be able to demonstrate that you have successfully completed secondary or high school education (or equivalent)
- Be fluent in English (verbal and written)
- Produce a criminal record check (CRC) Basic Disclosure Certificate before training can begin
- Be of a minimum height 5ft 2in (157.48cm) and maximum height 6ft 5in (195.58cm)
- Be able to obtain an EASA Class 1 medical certificate without restrictions

Airline Qualification Course

Mike Redrupp says "the backbone of CTC for the last ten years," has been the Airline Qualification Course (AQC), which prepares Commercial Pilot's Licence (CPL) holders for their first jet airliner. It lasts for three weeks and starts with a five-day ground school that includes crew resource management (CRM) techniques – working with other pilots on the flightdeck without conflict. Nine four-hour simulator 'details' (exercises), working as a crew in a generic cockpit, are followed by five more training specifically on an A320 or 737. The course concludes with four more training sessions developing jet handling skills. The AQC forms an important part of CTC's Integrated course, bridging the gap between CPL training and airline type rating.

"We are a full TRTO at Nursling," added Mike. "Each year we train and recruit around 2,000 students for about 50



"THE BACKBONE OF CTC FOR THE LAST TEN YEARS HAS BEEN THE AIRLINE QUALIFICATION COURSE."

Captain Mike Redrupp, CTC's Managing Director of TRTO operation.

Top • On the Airline Qualification Course, there are nine four-hour simulator 'details' (exercises) of working together as a crew.

Above • The facilities at Nursling include a suite of specialist Computer Based Training (CBT) areas, briefing rooms and two Airbus Virtual Flight Decks (VFD)

client airlines around the world. We cover the A320 and A330 plus 737, 757 and 767. We also undertake instructor training for Type Rating Examiners [TRE], Type Rating Instructors [TRI] and Crew Resource Management Instructors [CRMI] as well as providing command skills development programmes."

Ratings and Private Jets

Once students have completed the training in New Zealand, those on the integrated courses return to Bournemouth Airport to complete their Instrument Ratings (IR). It is here that CTC also delivers a range of modular

options through CTC Wings Takeoff.

"There are six DA42s based here," explained Lee Woodward. "We handle around 320-350 cadets each year and place them with 17 Partner Airlines." These include Far Eastern operators such as Royal Brunei Airlines, Dragonair, Jetstar Singapore and Qatar Airways.

Launched as a separate brand in April 2013 (although the company has actually been undertaking the work for five years), CTC Private Jet manages and operates executive jets on behalf of private clients and currently has a Hawker 900, Dassault Falcon 2000LX and a Global 5000 on its books. "Here we have hangar space, maintenance capabilities, pilots employed by CTC, flight attendants and catering resources," added Lee. "We're looking to expand and are aiming at clients who may have a large number of fractional ownership units and want to step up to owning their own aircraft."

Monarch Airlines and MPL

"Our first group of 'Monarch Wings' MPL graduates have begun flying with us and we have already seen an impressive increase in their capacity and skill," said Kevin George, Managing Director of Monarch Airlines. "We have enjoyed monitoring their progress and working alongside the CTC team to support their development throughout their training. We have a further group in training right now and are delighted to be able to offer even more opportunities for our next generation of pilots to benefit from the same high quality training. CTC consistently delivers. Whether it is cadet pilot training or more advanced courses for already qualified, experienced pilots, the quality is consistently exceptional." During August, a third 'Monarch Wings' course of six cadets will begin their MPL course with CTC. **W/W**

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Boeing has revealed the first 787-9 Dreamliner, with the aircraft becoming the first to have the new Boeing Commercial Airplanes livery. With a fuselage stretch of 20ft (6m), the 787-9 will carry 40 more passengers an additional 300nm (555km) over the 787-8.

Photo • Boeing





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Dubai
International
Airport's

T3 & Concourse A



Tony Dixon finds out how the growth in passenger numbers at the gulf region hub over the last ten years has led to a big increase in terminal capacity.

The check-in areas for Terminal 3 are below ground underneath the taxiway.

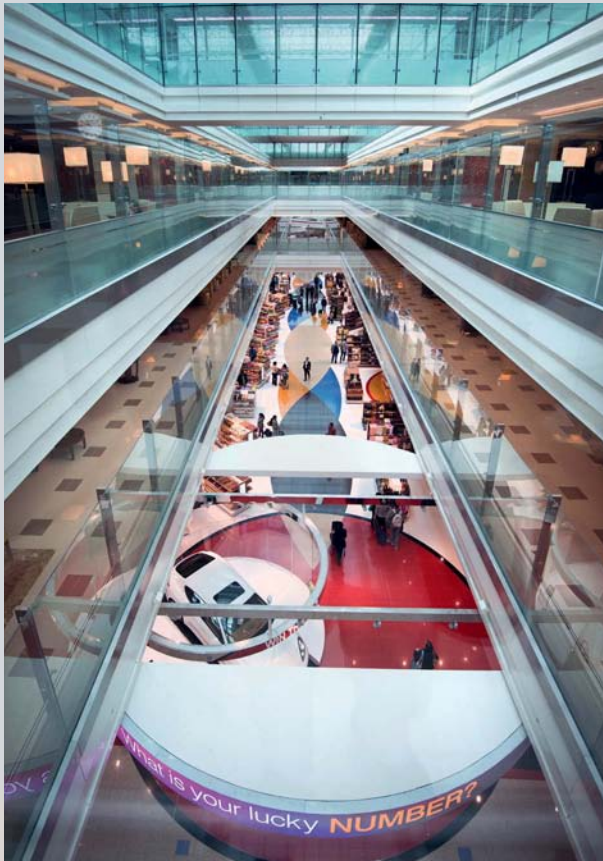
This year Dubai International Airport became the world's second busiest international passenger hub. In the first five months alone, traffic was up 16.8% to 27,124,195, with May figures increasing by 18.9% to 5,218,832. To cope with the increase – and forecasted growth – operator Dubai Airports has been overseeing several building projects – some of which have recently come to fruition.

Background

Prior to 2008, there were two main terminals at the airport – 1 and 2 – with the latter on the north side of the parallel runways and handling mostly Gulf, Middle East and Indian Sub-Continent flights plus the ever-growing low-cost carrier flydubai. Terminal 1 handled all the mainstream carriers plus home-based operator Emirates Airline. The two-section >>

There are views of all the aircraft at the gates, although the glass is 'patterned'. (All photos author unless stated)





Above • Once inside the terminal, there is 51,670sq ft (4,800m²) of retail space including three Dubai Duty Free shops and 21,500sq ft (2,000m²) of food outlets. (Dubai Airports)

Above right • The Emirates Lounge in Concourse A. (Dubai Airports)

complex has check-in and baggage collection in the roadside section while access to aircraft, plus retail and Duty Free outlets is in a mid-field building accessed via an underground travelator system beneath the apron and taxiway.

Terminal 3/Concourse B

Dedicated for sole use by Emirates Airline with separate entrances for



Economy and Premium passengers, Terminal 3 increased the hub's total capacity by 43 million passengers per year to 60 million when it opened in 2008. Due to lack of space above ground, the check-in and baggage collection areas of the new Terminal 3 are located mainly below ground and underneath the apron and taxiway. There is some roadside access for cars, taxis and the new Dubai Metro rail link (from 2009) for arriving and departing passengers. Once checked-in, outbound passengers make their way to another midfield building – known as Concourse B – to access the aircraft. The new concourse is constructed in a similar style to Terminal 1 and the two buildings are joined above ground to enable passengers to make connecting flights.

The underground area of the terminal covers 5,543,595sq ft (515,000m²) – or the equivalent of 94 football fields. There are 144 (18 self-service) check-in desks for Economy and 44 (12 self-service) for First and Business. All the other mainline carriers now use the older Terminal 1.

Access to the 3,030ft-long (924m) concourse from the check-in area,

Interesting Facts

The Terminal 3 project required:

- Excavating more than 10 million cubic metres of earth (enough to fill 4,000 Olympic-size swimming pools)
- Some 2.4 million cubic metres of concrete for construction use (enough to fill 950 Olympic-size swimming pools)
- Around 450,000 tonnes of steel for reinforcement and another 33,000 tonnes for the structure (the approximate weight of 850 Airbus A380s)



There are 20 A380-capable gates that serve Concourse A. (Dubai Airports)



2013. It can, of course, handle smaller aircraft at the same gates. In the first month, it processed 461,972 pieces of luggage, carried on more than 2,450 flights serving 589,234 passengers. The new construction has an annual capacity of 19 million.

It is remote from the other buildings (at ground level), and access for passengers is via an underground

rapid transit rail system. The 2,116ft (645m) long building has increased the airport's capacity to 75 million passengers per annum, with 20 gates capable of handling the A380 – all with double level boarding – (plus two others for smaller aircraft) and 13 remote stands.

Facilities inside include a 32 room, five-star hotel and a 170 room, four-star hotel for passengers with longer stopovers. Rooms can be booked by the hour. The building's main level is for Economy Class passengers while on the floor above is a 133,890sq ft (12,438m²) First Class Lounge, which has its own 'exclusive' Duty Free shop. On the next floor is a 178,180sq ft (16,553m²) Business Class Lounge – both lounges run the whole length of the building. **2/1/1**

is via four 'Sky Trains' (lifts) and escalators. Once inside, there is 51,670sq ft (4,800m²) of retail space including three Dubai Duty Free shops and food outlets.

Concourse A

A separate facility, Concourse A, designed specifically for A380 operations, opened in January 2, 2011.

Above left • The interior of Terminal 3 has a 'Zen' garden that creates a tranquil area in which passengers may relax. (Dubai Airports)

Above • Access to Concourse A is via an underground rapid transit system. (Dubai Airports)

Above right • The 'quiet' area of one of the Premium Lounges in Concourse A.

"ACCESS TO THE 3,030FT-LONG (924m) CONCOURSE B FROM THE CHECK-IN AREA, IS VIA FOUR 'SKY TRAINS' (LIFTS) AND ESCALATORS."



A management buyout and the arrival of new aircraft types have resulted in a number of changes at the UK ACMI provider.

Tony Dixon reports from London/Stansted Airport.

London/Stansted-based Titan Airways specialises in leasing airliners on short-notice, short-term Aircraft Crew Maintenance and Insurance (ACMI) contracts throughout the UK and Europe. If an aircraft becomes unserviceable, and its operating airline needs a quick replacement, it can contact Titan. The company keeps two airliners – a Boeing 757-200 and a 737-300 – as well as crew, on a permanent 60-minute standby at its base for just such an eventuality.

“We are celebrating our 25th anniversary in 2013 and seem to be going from strength to strength, which in the current climate is super for us,” said Titan’s Commercial Director, Alastair Kiernan

Below left • “We started with a Cessna 404, then an Embraer Bandeirante, Short 330 and 360 and ATRs” Managing Director Gene Willson. (Titan Airways)

Below right • This Cessna 525A Citation CJ2+, G-POWG (c/n 0485), has been acquired as a corporate transport.

at Stansted. “In the last few months we have had a number of important changes. These have included a management buyout of the 3i Group’s shareholding [32%] meaning that our managing director and owner Gene Willson is now the 100% shareholder.”

Last year, the carrier purchased two additional 757s and a brand new Cessna Citation CJ2+. It has also recently added its first Airbus A320-233, G-POWI (c/n 2791), but has sold its remaining BAe 146s – two to Australia and one to Canada. The carrier has also recently successfully achieved IATA’s Operational Safety Audit (IOSA) registration.



‘All★Change’ at Titan Airways



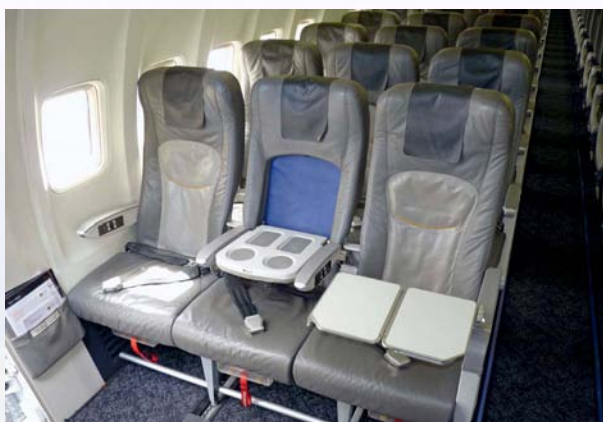
Managing Director

Gene Willson talked to *Airliner World* about the recent changes. "We have acquired our first A320 and have already placed it on a summer lease to Jet2 based at Newcastle." Why had Titan decided to opt for the Airbus having traditionally used Boeings? "We are finding more airlines like to match types if they need an airframe at short notice, as it makes it easier for their ground support equipment and staff familiarisation etc. In the immediate future, we are looking at a fleet of A320s, 757s and the 737-300 [for QC – Quick Change – work]. It is a shame that there is not a QC version of the >>

Titan has just renewed a Royal Mail contract for its Boeing 737s until 2017.
(Airteamimages.com/
Derek Pedley)

"WE HAVE ACQUIRED OUR FIRST A320 AND HAVE ALREADY PLACED IT ON A SUMMER LEASE TO JET2 BASED AT NEWCASTLE."

BAe 146-200QC, G-ZAPN (c/n E2119), was sold in 2013 and is now flying as VH-SIF in Australia.



the purchase of their shares provides us with full control of our long-term development plans and opens doors to new business opportunities. Celebrating 25 years of operations and profitability in 24 of them is a good record too.

"We have just [March 2013] sold one of our BAe 146s to Australia and the other one will be joining it in November. We will also lose our RJ100 as it is going to Canada at the end of the summer. In the last few months, it has been used on an RAF contract in the Gulf region, which has now been taken over by the Air Force's own aircraft. Over the years,

the 146QC contract has been great for us – passengers by day and freight/mail by night – but their work has now been taken over by the 737s.

"We started with a Cessna 404, then an Embraer Bandeirante, Short 330 and 360 and ATRs," continued Gene. "All have been QCs and I would have a new QC type straight away – if there was one."

Summer 2013

It is a busy summer for Titan. As well as having at least one aircraft on permanent standby, it is operating charter flights to and from Bergen for

Airbus as it would be very handy for us. A total Airbus fleet is possibly the future as a single type rating is easier for our pilots and engineers. I see the change taking place in the next five years."

Gene was asked about the management buyout. "Venture Capital agencies will always be looking at their exit strategy. Their business model is to invest funds in a company for a limited period then sell their shareholding at a substantial profit. 3i have been a very supportive partner and have taught me an awful lot about running a business, but completing

Top • Titan now has three Boeing 757s – the two new acquisitions in 2013 are painted all-white.

Above • The centre seat on the carrier's 757-200s can be converted from a three-plus-three to a two-plus-two layout for a premium configuration. (All photos Airliner World unless stated)

Titan Airways – History

Titan was formed in 1988 with a single Cessna 406 Titan – hence the airline's name. The aircraft was mainly used to carry car parts between various Ford/General Motors facilities in the UK and Europe, but it was also available for ad hoc freight charters and ultimately passenger charters. By 1993, the fleet had grown to include an Embraer 110 Bandeirante, two Short SD 330s and three of the larger SD 360s.

The airline's success attracted investment group 3i which took a stake in the company in 1995 (only recently sold – see main text). Two ATR 42s were

also added before the first jet – a BAe146-200QC – was acquired in 1996. This was the first containerised jet used by the Royal Mail, but it also operated many passenger charter flights and airline sub-services. As the mail contract grew in size, the first of five Boeing 737-300s was introduced in 1997. Demand by customer airlines for more seats and greater range led to the acquisition of two 757-200s in 2003 and 2005, with one aircraft having a VIP interior for corporate use. A 767-200 was added in 2009, while in 2013, the carrier added its first Airbus A320 as well as two more 757s.



a Norwegian cruise specialist carrying passengers to their ships; flying services to Calvi, Corsica on behalf of a niche tour operator; providing rotations to Lourdes for a pilgrimage tours expert and specialist services to Dalaman, Turkey for an exclusive tour operator. Most of these will be operated by the carrier's 737 fleet during the day, although the services to Dalaman will be served by the 757. The larger aircraft can be easily converted from a six- to four-abreast interior with a drop-down central table. This makes it possible to offer a standard or club class cabin." Titan also provides charters to many other types of organisations including Premier League football teams, the automotive industry, blue chip corporations and governments as well as to public figures and private individuals.

Gene was very keen to explain how the standby aircraft and crew operate at Stansted. "Our operations staff will

Below right • Titan's first Airbus A320, G-POWI (c/n 2791), was delivered earlier this year and is operating with Jet2 for the summer season. (Javier Rodriguez)

Below • For daytime operations, the 737s can be converted into a variety of passenger interiors. (Titan Airways)

simply get a phone call from an airline asking for an aircraft – as it has an 'aircraft on ground' [AoG] situation and needs a replacement quickly. This lease might be for a week or so – for instance, if a catering truck has damaged the airline's own aircraft. We can also do a single trip replacement if required or fill in for a day's worth of rotations. We have built up a large and varied client base of UK and European carriers and we try, whenever possible, to establish commercial rates and all aspects of the contract in advance so that it becomes a very quick set up when we get that call.

"We have also been involved in short-notice special missions – such as flying rescue workers out to natural disasters (Japan) or when there are political problems (Libya) where we could be evacuating British nationals or refugees. If any new contract turns out to be a busy one in terms of numbers of flights,

we may send out an additional or replacement crew. We will normally have one crew on a morning standby and one available in the afternoon."

Royal Mail

Overnight, a number of Titan's other aircraft – 737-300QCs – are operated on contracts on behalf of the Royal Mail. These will now be used until at least 2017 as a new contract has just been awarded to the carrier. From January 2014, three aircraft will be operated from Stansted with nightly flights to Edinburgh and two nightly rotations to Belfast. The carrier's existing contract includes night mail services between Bournemouth and East Midlands and between Exeter and Stansted, and lasts until early 2015. **AVI**

www.titan-airways.com



"TITAN HAS BEEN INVOLVED IN SHORT-NOTICE SPECIAL MISSIONS – SUCH AS FLYING RESCUE WORKERS OUT TO NATURAL DISASTERS OR PICKING UP REFUGEES."

A single widebody Boeing 767-200 is available if more capacity is needed.



Flying the British

On August 6, 1986, the prototype British Aerospace (BAe) ATP, G-MATP (c/n 2001), made its maiden flight from Woodford Aerodrome, near Manchester. Built as a successor to the popular Avro 748 (later becoming the Hawker Siddeley 748 and then the BAe 748), the ATP – its name derived from Advanced Turbo-Prop – features a lengthened fuselage and improved engines. The rising price of fuel and increasing pressure on manufacturers to reduce aircraft noise during the

West Air Europe are the largest operator of the ATP today, albeit in its freighter variant. Here, LX-WAP (c/n 2057), turns on to the runway at Amsterdam/Schiphol ready to depart on another service. (Airteamimages.com/Jan Ostrowski)

early 1980s prompted designers at BAe Woodford to develop the next generation of turboprop airliner.

The resulting design brought better fuel-efficiency, reduced vibration and noise as well as a much-improved passenger cabin environment. The new design could seat between 64 and 72 passengers, with the company hopeful of capturing a large percentage of the market that was anticipated during the late 1980s and 1990s. However, despite BAe's best efforts, only 65 ATPs were ever built, with the type facing

stiff competition from the likes of the Franco-Italian Compagnie Avions de Transports Régional (ATR) with its ATR 42 and de Havilland Canada's Dash 8.

Development

Like many post-war aircraft designs, the Avro 748 was intended as a potential replacement for the ubiquitous Douglas DC-3. The aircraft was powered by a pair of Rolls-Royce Dart turboprop engines and made its first flight on June 24, 1960 from Woodford, Cheshire. A total of 305 examples were manufactured

Matt Falcus charts the development of the British Aerospace Advanced Turbo-Prop, before travelling to Sweden to experience a flight with NextJet, the only airline still operating the type on scheduled passenger services.



h Aerospace ATP

across ten different variants, including examples built under licence in India.

By 1983, BAe was making steady progress on the development of the 748's eventual replacement, the ATP. It started a sales drive to convert regional carriers worldwide – particularly concentrating on the fast-expanding US regional sector – highlighting the new design's potential. The company forecasted a market for up to 750 large turboprops before 1995, and was confident of attracting sales of at least 250 for the ATP. Based on this prediction, the BAe board gave its approval for full production to start in March 1984, with assembly of the 748 winding down during the following year.



The ATP's design called for a much quieter and lighter aircraft than its predecessor and this was achieved through the use of carbon fibre in its construction, while its wings, nose and tailplane were all redesigned. Its

cockpit was modernised with the latest instruments and avionics systems, while the manufacturer also guaranteed 12,000 flight hours between major overhauls.

Despite not having taken a single order, construction of the first

>>

Captured during its maiden flight is the prototype British Aerospace ATP, G-MATP (c/n 2001). Although it offered excellent operating economies, only 65 of the type were ever built. (All images Key Collection unless stated)





prototype proceeded. Sales teams continued to scour the globe in search of contracts and BAe remained upbeat even though rival company ATR, with its ATR 42, and the Dutch manufacturer Fokker, with its new F50 turboprop, were recording increasing sales.

Fortunately, by the time the prototype was ready for its maiden flight the company had secured commitments from British Midland and the Caribbean carrier Leeward Islands Air Transport (LIAT). The type entered service with the UK operator following the delivery of G-BMYL (c/n 2004) on March 21, 1988.

BAe had high hopes of capturing a significant percentage of the fast expanding US regional carrier market, however it only received orders from Air Wisconsin (also the launch customer of the BAe 146-200 – see *Airliner Classics* No 5 on sale now) and Wings West Airlines. The Air Wisconsin aircraft operated in the colours of United Airlines' regional affiliate, United Express. Meanwhile, the ten examples for Wings West were cancelled before any deliveries could take place.

Despite the low sales numbers, the ATP flew with several UK regional carriers including British World Airlines, Manx Airlines and Loganair, primarily on

Top • In its passenger guise, British Airways was the largest operator of the ATP; the airline flew the type from many UK regional airports.

Right • The 70-seat Jetstream 61 was launched by British Aerospace to help boost sales.

Bottom • Although orders were initially slow, both British Midland and LIAT committed before the prototype's first flight.



ORIGINAL OPERATORS

British Airways	14
British Midland	10
Air Wisconsin	10
Merpati Nusantara	5
British World Airlines	4
Linhas Aereas Regionais	3
SATA Air Açores	3
Biman Bangladesh Airlines	3
Türk Hava Taşımacılığı	3
Loganair	2
Seoul Air	2
Manx Airlines	1
Sun-Air Scandinavia	1
Leased aircraft	1
Prototype	1
Not delivered/scrapped	2
Total	65

domestic and regional routes. In 1994 Manx became a franchise partner of British Airways and its fleet of 17 was repainted into the national carrier's livery. Two years later Manx changed its name to British Regional Airlines, while its ATPs served on routes on behalf of BA for 11 years from 1988 to 1999. The short-lived regional carrier, Euro Direct, flew five of the type from April 1994 until its demise in February 1995. Another UK operator, Emerald Airways obtained five second-hand aircraft – two former Biman Bangladesh Airlines examples and three ex-Air Wisconsin/United Express – which it flew until its passenger services were sold to

EuroManx in June 2005 and the aircraft were transferred to the new owner.

The company's failure to build up a significant order book soon left the type struggling to attract attention as new aircraft – both turboprops and jets – entered the market. In a last-ditch attempt to achieve further sales, BAe rebranded the programme as the Jetstream 61, which had a modified interior and greater range. It had been hoped that the new name would also attract customers who had already purchased examples of the popular, but smaller, Jetstream range of airliners. BAe used the prototype ATP, G-MATP as the template for the Jetstream 61, with



the revised airframe making its maiden flight on May 1, 1994 with the new registration, G-JLXI.

Only four more Jetstream 61s were completed before production was stopped as a result of BAe agreeing to form a joint manufacturing organisation with ATR, jointly owned by France's Aérospatiale and Italy's Alenia (now Finmeccanica) in early 1995. The new venture, Aero International (Regional) was based in Toulouse, France, and was responsible for producing Avro RJ's, Jetstream 41s and ATR turboprops. As a consequence of the new arrangement BAe cancelled the programme to avoid competing with ATR's own products. The alliance lasted just two years when both parties decided to take back in-house their respective sales, marketing and product support operations.

Once the official announcement that

"THE NEW VENTURE, AERO INTERNATIONAL (REGIONAL) WAS BASED IN TOULOUSE, FRANCE, AND WAS RESPONSIBLE FOR PRODUCING AVRO RJ's, JETSTREAM 41's AND ATR TURBOPROPS."



Top • Air Wisconsin operated its ATPs on behalf of United Express serving the major hubs of Chicago and Washington DC.



Right • The Large Freight Door-equipped ATP-F operated by West Air Sweden. The type is used to link all the major Swedish cities with the nation's main international airport, Stockholm/Arlanda.

Bottom • British Aerospace sold two ATPs to Biman Bangladesh Airlines. Both aircraft, S2-ACX (c/n 2026) and S2-ACY (c/n 2027), flew with the carrier for 14 years before being sold to Emerald Airways and brought back to the UK.

Jetstream 61 production was to end – all development was stopped and the last few completed aircraft were placed into storage to await their fates. Ten examples (c/n 2066 to 2075) were in various states of completion – some were shipped to airport fire and rescue departments around the country, while others were scrapped. The last ATP/

Jetstream 61 manufactured at Woodford, G-11-065, made its first flight on July 26, 1995, and was then stored at Prestwick in Scotland – with no sign of a potential buyer, it too was scrapped. The final Jetstream 61 to be delivered was G-OBWN (c/n 2059), which was handed over to British World Airlines on December 22, 1998.

>>





ATP Operations Today

Around 38 ATPs remain in service today. In 2001 a passenger-to-freighter conversion programme was offered, which proved to be a lifeline for the type. Most of the aircraft still flying are the freighter variant, having been converted from their original passenger-carrying configuration. Current operators

of the ATP include West Air Europe (12) and Atlantic Airlines (10). At the time of writing, just one airline, the Swedish domestic and regional carrier NextJet, is still operating passenger services with the type.

NextJet was formed in 2002 and is based at Solna, 2 miles (4km) north of the Swedish capital, Stockholm. It has



CURRENT OPERATORS

Airline	No	Notes
West Air Europe	12	All ATP-F freighters
West Air Sweden	7	All ATP-F freighters
Atlantic Airlines	10	All ATP-F freighters
NextJet	4	Passenger variant
PT Deraya	2	All ATP-F Freighters
Sverigeflyg	1	Passenger variant on Isf NextJet

a mixed fleet of commuter turboprop types including five BAe ATPs, two ATR 72-200s, 13 Saab 340s and a single Cessna 525 Citation, with the ATPs being flown on trunk routes from its main hub at Stockholm/Arlanda Airport. The author had the opportunity to fly four sectors on this now rare type whilst visiting Sweden recently, and was able to experience what a fine aircraft it is. It was also a chance to look at NextJet's operations and its unique services into the remote Swedish Lapland.

Flying with NextJet

The flight to Arvidsjaur was flown from Stockholm/Arlanda with an intermediate stop at Lycksele in both directions. NextJet flies this route up to three times per day, connecting these isolated communities with the capital, as well as bringing in holidaymakers for winter skiing, summer hiking and fishing in the region. The airline operates from Terminal 3 at Arlanda – the smallest of the airport's facilities. Passengers using this building usually have to walk

Top • Parked in the company's hangar at Stockholm's Arlanda Airport is ATP, SE-MAL (c/n 2045), undergoing routine maintenance. (Airteamimages.com/Europix)

ATP FLEET DISPOSITION

Currently Operational	36
Stored	20
Scrapped	6
Written Off	3
Total	65

Above • The author's fellow passengers walk across the apron to the waiting ATP for the return journey from Arvidsjaur to Stockholm/Arlanda via Lycksele. (Matt Falcus)

Inside the cabin of the ATP, the author selected a window seat near the front where extra legroom was available. (Matt Falcus)

Having just arrived back at Stockholm/Arlanda the author's aircraft is quickly unloaded and turned around ready for its next service. (Matt Falcus)



across the apron to their waiting aircraft, however, in the case of this particular flight passengers were bussed to a remote parking area, where two ATPs were boarding simultaneously.

My flight was to be in SE-MEE (c/n 2019) – which had been originally delivered to SATA Air Açores as CS-TGL on December 13, 1989, and remained with the Portuguese carrier until May 31, 2010 when it was withdrawn from service. It was acquired by NextJet on October 15 and ferried to Malmö the same day. Though still wearing its former operator's livery and tail logo, the aircraft does now sport NextJet titles. I selected a window

seat near the front where extra legroom was available and had an excellent view of the starboard engine and the six-bladed propellers. This leg of the journey was just under half full with around 30 passengers onboard the 68-seat aircraft.

The ATP appeared a little more sluggish during the take-off roll, when compared to more modern turboprops, however with today's light load, it soon became airborne. On the climb out, a right turn was made as it headed for Lycksele, 364 miles (587km) to the north. After a 40-minute flight the ATP started to descend over the beautiful lakes, hills and villages, before landing on the single


The cockpit of the British Aerospace Advanced Turbo-Prop. Today, around 38 ATPs remain in service, but only five examples are used on commercial passenger flights while the rest have been converted into freighters.

(Matt Falcus)

6,564ft (2,001m) runway. After rolling out, the aircraft back-tracked to the exit taxiway and parked on the apron outside the modest terminal building.

We only had 15 minutes on the ground at Lycksele, during which time several passengers disembarked, and a few others came onboard. Now with an even lighter load, I was asked to take a seat further back to help with the aircraft's balance. We were quickly back in the air on the next sector of the journey to Arvidsjaur, 69 miles (111km) further north. The 20-minute segment was flown at a relatively low level enabling me to fully appreciate the stunning scenery. The airport was only built in 1990, adding a vital link for this small community, while also being an important hub for engineers from the German car industry who fly into the facility to conduct cold weather vehicle testing nearby (see the latest issue of our sister publication *Airports of the World*, July/August for a full profile on Arvidsjaur). NextJet began operating this subsidised service to Stockholm in October 2008, following the departure of Skyways, which had previously flown the route using F50s.

All too soon it was time to head back to the capital. As with the outward leg, we stopped again at Lycksele, to pick up more passengers, before continuing south. Upon arrival at Stockholm/Arlanda, we parked close to Terminal 3. A freighter variant of the ATP, operated by West Air Europe, was parked on the nearby cargo ramp.

More than a quarter of a century since the ATP made its maiden flight at Woodford, the type continues to soldier on albeit in a different role than originally intended. Despite the over-optimistic aspirations of BAe's marketing team, the replacement for the very successful 748 didn't materialise. However, the ATP has found a niche market as a cargo hauler, with its quiet fuel-efficient turboprop engines allowing it to operate into and out of noise sensitive airports at night. 

"AFTER A 40-MINUTE FLIGHT THE AIRCRAFT STARTED TO DESCEND OVER THE BEAUTIFUL LAKES, HILLS AND VILLAGES, BEFORE LANDING ON THE SINGLE 6,564ft (2,001m) RUNWAY."

Pictured against the blue skies of a Swedish spring day, NextJet's ATP, SE-MAK (c/n 2040), makes its final approach into Arvidsjaur Airport.

(Matt Falcus)



Ethiopian Airlines Boeing 787 Cockpit DVD



Go on board the 787 Dreamliner of Ethiopian Airlines and fly this brand new Boeing jetliner from the heart of Africa to the capital of the United States, Washington DC! In depth filming brings you the full on board experience, from the cabin crew servicing Business Class and Economy Class to the step-by-step commands of the cockpit crew, from start to finish. Witness the magic of flight from the pre-flight briefing, pilot walk-around, cockpit preparations, taxi, takeoff, cruise, approach and landing.

Region-free DVD
Running time 115 minutes.

Code: DVD557

ONLY £14.49

British Airways Boeing 747-8F Cockpit DVD



With detailed commentary by Director of Operations, Captain Steve Monaghan, follow the professional crews of British Airways World Cargo on its newest, state-of-the-art Boeing 747-8 Freighter. Covering a flight from London to Frankfurt and then onwards to Chicago O'Hare in the United States, this DVD takes you inside the cockpit of the newest 'Queen of the Skies' in a must-see event for all aviation fans.

Region-free DVD
Running time 120 minutes.

Code: DVD559

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Boeing 747-8 First Flights DVD



AirUtopia takes you on an exclusive adventure to witness one of aviation's biggest events of recent times, the momentous first flights of the Boeing 747-8F and 747-8I! This Officially Licensed Boeing DVD includes interior tours of the 747-8F and 747-8I, pilot press conferences, the spectacular 747-8I rollout ceremony and the aircraft's first overseas appearances at the 2011 Paris Airshow! **Region-Free DVD**, **Running time 60 mins**

Code: DVD475

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REDUCED

Code: SPEC25

ONLY £7.99

Swiss Airbus A340-300 DVD



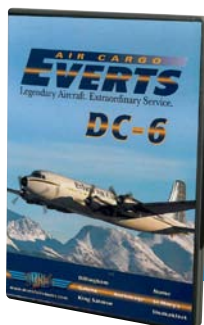
Just Planes are delighted to return to Swiss International 9 years after they first featured this great airline. After covering flights to Asia and South America, this time they fly the A340-300 to North America and you're in for a fantastic flight packed with information and great views and ending with a spectacular scenic arrival into San Francisco!

Region-free DVD.
Running time: 256 minutes.

Code: DVD506

ONLY £18.49

Everts Air Cargo DC-6 DVD



This programme follows Everts Air Cargo DC-6 flights to half a dozen destinations across Alaska with its amazing scenery. You will also visit maintenance, operations, cargo and more.

Region-free DVD.
Running time: 181 Minutes.

Code: DVD445

ONLY £18.49

Swissair MD-11 DVD



Swissair was one of the launch customers of the MD-11 and became the largest operator of the type in Europe. This DVD allows you to discover everything about this great aircraft inside and out. The crew does an outstanding job in presenting the cockpit and the operation of a long haul flight to South America.

Region-Free DVD.
Running time: 167 minutes.

Code: DVD457

ONLY £18.49

Air Canada Airbus A319 Cockpit DVD



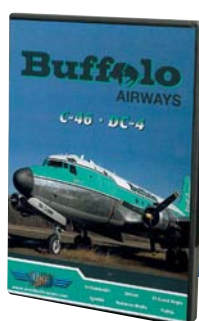
Join the Air Canada crew on-board these Airbus aircraft for flights to Bermuda, Jamaica and the USA. With 4 cockpit cameras and detailed insight into every step of the flight, this detailed presentation takes you behind the scenes with one of the world's premier airlines. Flight crews go through all the flight preparations, briefings, checklists and take their time presenting the Airbus A319/A321 cockpits in detail.

Region-free DVD, Running time

Code: DVD464

ONLY £18.49

Buffalo Airways DC-4/C-46 DVD



Buffalo Airways was established over 40 years ago and is based in Yellowknife. The airline has become famous through the TV Show 'Ice Pilots' and World Air Routes is honoured to be welcoming Buffalo to their ever growing Flight in the Cockpit series! The aircraft you will fly in for this program is a piece of history, C-GCTF was built 65 years ago!

Region-free DVD.
Running time: 246 Minutes.

Code: DVD438

ONLY £18.49

Vietnam Airports Spectacular DVD



Welcome to another exclusive extreme airport adventure as AirUtopia takes you deep into Vietnamese territory for some incredibly rare aviation action. All the best that Ho Chi Minh (Saigon), Hanoi and Da Nang airports have to offer is capped off by the first ever Airbus A380 visit to the country!

Region-free DVD.
Running time: 60 mins.

Code: DVD509

ONLY £12.49

Brisbane Airport DVD



Join AirUtopia at Brisbane Airport, voted the best in Australia in 2010! Enjoy some amazing Queensland airport action with a huge variety of 'Aussie' domestic carriers such as Norfolk Air, Skytrans and Alliance along with a spectacular array of international operators including JAL, China Airlines, Royal Brunei, Cathay Pacific, Air Vanuatu and more!

Region-free DVD,
Running time 60 minutes.

Code: DVD558

ONLY £12.49



Reiner Bexten flew over Frankfurt/Hahn Airport recently, and photographed an interesting mix of freighters and stored aircraft at the German facility.

Just after take-off is Atlas Air Boeing 767-3Y0ER, N642GT (c/n 26207). The aircraft previously operated with Asiana Airlines, Iberia, Kenya Airways and Air Canada before joining the US carrier in March 2012.

Frankfurt/Hahn

View from Above



Parked away from the other Boeing 757-230s operated by VIM Airlines is this example, RA-73015 (c/n 25901) which has lost its engines and nose cone.



Boeing 767-320ER (ER), 4K-SW880 (c/n 41069), of Azerbaijan cargo carrier Silk Way West Airlines is on final approach.

Looking across the cargo ramps at Frankfurt/Hahn airport with two Boeing 747s belonging to US carrier Atlas Air, a pair of McDonnell Douglas MD-11Fs of Aeroflot and a Silk Way West Airlines 767-32LF(ER), while at the top of the picture are five stored 757s.





Above • This apron contains five Boeing 757s that are currently in storage. These include four examples from the Moscow-based carrier VIM Airlines and a former Privatair airliner, HB-IEE (c/n 24527) which was withdrawn from service on January 31, 2013 and flown to Hahn on March 15.



Another Boeing 757 parked on the airfield – SX-RFA (c/n 30232) belongs to GainJet Aviation, and was undergoing maintenance prior to its next service.



747-412BCF, D-ACGC (c/n 24975), which was put into store here when Air Cargo Germany's operating permit was withdrawn and its flights suspended on April 18.

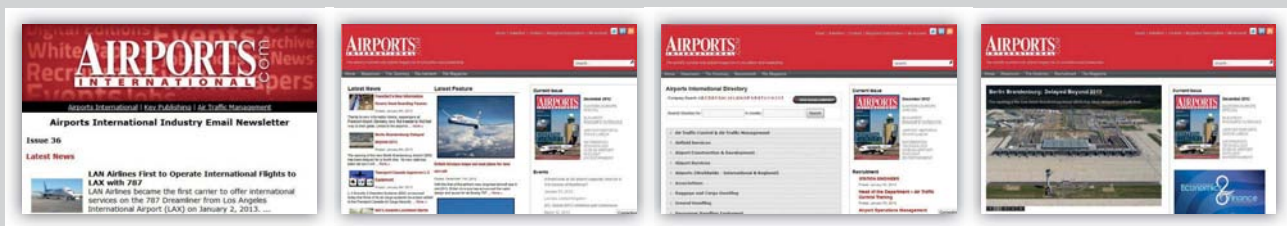
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Airliner Deliveries

The latest commercial aircraft deliveries from manufacturers and lessors.

Charleston, South Carolina-built Boeing 787 Dreamliner, B-2733 (c/n 34927), was delivered to China Southern Airlines on July 2.

(Joe G Walker)



China Southern's latest Airbus A330-323X, F-WWCL/B-5928 (c/n 1430), has been painted in the full colours of the SkyTeam airline alliance.

(Toulouse Spotting Family/JPPY)

Key to Abbreviations

a/c	aircraft
als	airlines
awys	airways
bf	bought from
b/u	broken up/scrapped
canx	cancelled
cls	colours
cn	manufacturer's construction/serial number
cnvtrd	converted
dbf	destroyed by fire
dbf	damaged beyond repair
dd	delivery date
ex	previous reg'n
ff	first flight
frtr	freighter
lrf	last revenue flight
lsd fr	leased from
lsd to	leased to
msn	see cn
ntu	not taken up
oo	on order
op	operated
pax	passenger
pwfu	permanently withdrawn from use
reg'd	registered
reg'n	registration
ret fr	returned from
ret to	re-registered
rr	return to service
sb	sold by
scr	scrapped/broken up
st	sold to
std	stored
tba	to be advised
unk	unknown
wfu	withdrawn from use
w/o	written off/destroyed

EMIRATES AIRLINE [EK/UAE]					
A6-EEF	A380-861	113	ex F-WWSJ, dd 06.05.13		
A6-EEG	A380-861	116	ex F-WWSW, dd 08.05.13		
A6-ENJ	B777-31HER	35605	dd 17.05.13		
ETIHAD AIRWAYS [EV/ETD]					
A6-DCC	A330-245F	1414	ex F-WWTL, dd 28.05.13		
A6-DDC	B777-FFX	39691	dd 09.05.13		
A6-ETO	B777-3FXER	39690	dd 29.05.13		
FLYDUBAI [FZ/FDB 'SKY DUBAI']					
A6-FFB	B737-8KN	40259	dd 22.05.13		
QATAR AIRWAYS [QR/QTR 'QATARI']					
A7-BEA	B777-3DZER	41779	dd 01.05.13		
AIR CHINA [CA/CCA]					
B-5728	B737-89L	40020	dd 24.05.13		
B-5919	A330-343E	1413	ex F-WWTJ, dd 17.05.13		
CDI CARGO AIRLINES [GJ/CDI]					
B-2954	B737-3J6	27518	reg'd 28.05.13, to be cnvtrd to cargo		
CHINA EASTERN AIRLINES [MU/CES]					
B-9921	A320-232	5516	ex B-513L, dd 17.05.13		
CHINA EASTERN YUNNAN AIRLINES					
B-6120	A330-343X	720	ex F-WWVZ, reg'd 31.01.13		
CHINA SOUTHERN AIRLINES [CZ/CSN]					
B-2725	B787-8	34923	dd 30.05.13		
B-5738	B737-81B	38930	dd 06.05.13		
B-5741	B737-81B	38945	dd 23.05.13		
B-5742	B737-81B	38946	dd 13.05.13		
B-5749	B737-81B	41303	dd 02.05.13, lsd fr Air Lease Corp		
B-9915	A320-232	5506	ex B-512L, dd 11.05.13, lsd fr ICBC Leasing		
CHINA UNITED AIRLINES [KN/CUA 'LIANHANG']					
B-2681	B737-79P	33037	reg'd 16.01.13		
B-2684	B737-79P	33039	reg'd 16.01.13		
B-2685	B737-79P	33040	reg'd 16.01.13		
B-5031	B737-79P	28255	reg'd 16.01.13, lsd fr ILFC		
B-5033	B737-79P	30657	reg'd 16.01.13, lsd fr ILFC		
B-5208	B737-79P	33041	reg'd 16.01.13		
B-5209	B737-79P	33042	ex N1779B, reg'd 16.01.13		
B-5262	B737-79P	36764	ex N1787B, reg'd 16.01.13		
CITIC OFFSHORE HELICOPTER					
B-7192	EC225LP	2866	reg'd 22.05.13		
HEIBEI AIRLINES [NS/DBH]					
B-3140	E190-100LR	0625	ex PT-TKN, dd 20.06.13		
LUCKY AIR [BL/LKE]					
B-5808	B737-7AP	39199	dd 13.05.13, lsd fr Hainan Airlines		
SHENZHEN AIRLINES [4G/CSZ]					
B-5736	B737-87L	39132	dd 28.05.13		
SICHUAN AIRLINES [3U/CSG]					
B-6445	A319-133	5609	ex D-AVYP, dd 28.05.13, lsd fr CIT Aerospace		
TIBET AIRLINES [TBA]					
B-6441	A319-115	5529	ex B-514L, dd 21.05.13		
XIAMEN AIRLINES [MF/CXA]					
B-5752	B737-85C	38404	dd 20.05.13		
CATHAY PACIFIC AIRWAYS [CX/CPA]					
B-KQF	B777-367ER	41428	dd 20.05.13		
B-LJD	B747-867F	39241	dd 08.05.13		
HONG KONG EXPRESS AIRLINES [UO/HKE 'HONG KONG SHUTTLE']					
B-LPB	A320-214	4970	ex F-WWID, dd 02.03.13,		
B-LPH	A320-214	5341	ex F-WWBR, dd 04.04.13, (both lsd fr Hong Kong Airlines)		
CHINA AIRLINES [CI/CAL 'DYNASTY']					
B-18203	B747-409	28711	repainted into special 'Love and Hug' logo jet 06.13		
B-18652	B737-8Q8	41787	dd 16.05.13, lsd fr ILFC		
AIR CANADA ROUGE					
C-GHPE	B767-33AER	33423	ex N591HA, reg'd 28.06.13		
C-GHPN	B767-33AER	33424	ex N593HA, reg'd 14.06.13		
C-GJYV	A319-112	1742	ex XA-MX1, reg'd 25.06.13		
G-GSJB	A319-112	1673	reg'd 31.05.13		
ALPINE HELICOPTERS					
C-FAHC	Bell 212	31246	ex N103FG, reg'd 14.06.13		
CALM AIR INTERNATIONAL [MO/CAV]					
C-FAFS	ATR 42-300	298	ex N298DG, reg'd 27.06.13		



FIRST AIR (BRADLEY AIR SERVICES) [7F/FAB]

C-FFNC	B737-406	27232	ex PH-BTF, reg'd 13.06.13
C-FFNE	B737-406	27233	ex PH-BTG, reg'd 13.06.13

GREAT SLAVE HELICOPTERS

C-GSLH	Bell 212	31113	ex N510EH, reg'd 11.06.13
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MUSTANG HELICOPTERS

C-GZNK	Bell 212	30729	ex A6-ALU, reg'd 03.06.13
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SKYLINE HELICOPTERS

C-GSLH	Bell 212	30565	ex N218GA, reg'd 27.05.13
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SKY REGIONAL AIRLINES (AIR CANADA EXPRESS) [SKV]

C-FEIQ	E170-200SU	0083	ex PT-SZL, dd 06.06.13
C-FEKD	E170-200SU	0101	ex PT-SAC, dd 06.05.13
C-FEKS	E170-200SU	0110	ex PT-SAS, dd 02.05.13
C-FFYG	E170-200SU	0116	ex PT-SDD, dd 10.04.13

TINTINA AIR

C-GJAS	Ce 208	00322	ex N51869, reg'd 17.06.13
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VOYAGEUR AIRWAYS [VC/VAL]

C-FHXC	CRJ200	7329	ferried Jeddah – North Bay 11-13.05.13 on return from UN contract
C-FXLH	CRJ200	7283	ferried North Bay – Darbah 02-03.05.13 for UN contract
C-GGXS	Dash 7-102	64	ferried Toronto YTZ – Horta 17-18.05.13 for UN contract

WESTJET ENCORE [WS/WJE 'ENCORE']

C-FOEN	Dash 8-Q402	4440	dd 06.06.13
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AEROVIAS DAP [DAP]

OY-RCE	Avro RJ85	E2233	rr CC-AJS
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LAN AIRLINES [LA/LAN]

CC-BFM	A320-214	5583	ex F-WWDP, dd 16.05.13, lsd fr Gaviota Leasing Ltd
CC-BFN	A320-214	5586	ex D-AUBF, dd 07.05.13
CC-BDN	B767-316ER	41995	ferried Mexico City – Santiago SCL 17.06.13 after winglet installation

BOLIVIANA DE AVIACIÓN [OB]

CP-	B737-33A	25057	ex N706DB, dd 06.06.13, lsd fr AWMS I (AWAS)
N234AX	B767-224ER	30436	ex N67157, dd 06.06.13, wet lsd fr Omni Air International

HI FLY TRANSPORTES AÉREOS [SK/HFY]

CS-TQW	A330-223	262	ret fr Boliviana de Aviación
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AIRBERLIN [AB/BER]

D-ABKC	B737-86J	37741	N7415M is reserved
D-ABMQ	B737-86J	37780	st AWAS on dly & lsd back dd 29.05.13
D-ABMP	B737-86J	37779	ex EI-EZJ, dd 13.05.13, lsd fr ILFC
D-ABXD	A330-223	822	

AVANTI AIR [ATV]

D-B	ATR 42-500	602	ex SP-EDH, ret fr LOT
D-B	ATR 42-500	603	ex SP-EDG, ret fr LOT

CONDOR [DE/CFG]

D-AIAB	A321-211	5603	ex D-AVZM, dd 30.05.13, sub-lsd fr Thomas Cook, lsd to Thomas Cook by ALC named 'voyager android'
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EAT LEIPZIG [QV/BCS 'EUROTRANS']

D-AEAI	A300B4-622R(F)	637	ferried Leipzig – Manchester 04.05.13, repainted into DHL colours, ferried to Frankfurt 15.05.13 after painting
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N4602	A300B4-622R	602	cnvtrd to A300B4-622R(F) by EADS Dresden 06.12, rr D-AEAC, ferried Dresden – Leipzig 01.07.13
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GERMANWINGS [9U/GWI]

D-AKNF	A319-112	0646	ex D-AVYB, dd 02.05.13, Budapest – Cologne
D-AKNG	A319-112	0654	ex D-AVYX, dd 14.05.13, Ostrava – Cologne

GERMANIA [ST/GMI]

D-AGEP	B737-75B	28102	ret fr airberlin, ferried Berlin SXF – Bratislava 19.05.13 in airberlin colours & repainted into Germania colours
D-AGEY	B737-7L9	28013	ex UR-AAQ, dd 18.05.13, lsd fr Aircastle
D-ASTA	A319-112	4663	ex D-AVYF, dd 03.05.13, lsd fr Germania Express

LUFTHANSA [LH/DLH]

D-ABYI	B747-830	37833	dd 29.05.13
D-AIZT	A320-214	5601	ex D-AUBL, dd 23.05.13

TUIFLY [X3/TUI]

D-AHFS	B737-8K5	28623	ferried Eindhoven – Hannover 17.05.13 repainted all white with TuiFly titles
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FIJI AIR (AIR PACIFIC) [FJ/FJI 'FIJI']

DQ-FJF	B737-7X2	28878	ferried Nadi – Hong Kong 25.05.13 for repaint into Fiji Airways colours
DQ-FJG	B737-8X2	29968	ferried Nadi – Hong Kong 12.05.13, repainted into Fiji Airways colours, ret to Nadi 25.05.13
DQ-FJU	A330-243	1416	ex F-WWTK, dd 17.05.13, named 'Namuka-i-Lau'

AIR EUROPA [UX/AEA]

EC-LXR	A330-343E	1097	ex EI-FBE, dd 13.06.13 Palma – Madrid, lsd fr AWAS
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IBERIA EXPRESS [I2/IBS]

EC-LVQ	A320-216	5590	ex D-AUBG, dd 15.05.13
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VUELING AIRLINES [VY/VLG]

EC-LVP	A320-214	5587	in special 'Linking Europe' colours
EC-LVS	A320-232	5599	ex D-AUBK, dd 21.05.13, lsd fr BOC Aviation
EC-LVT	A320-232	5612	ex D-AUBO, dd 31.05.13, lsd fr BOC Aviation
EC-LVU	A320-214	5616	ex F-WWIU, dd 16.05.13, lsd fr CIT Aerospace, named 'Keep smiling, Fly Vueling'
EC-LVV	A320-232	5620	ex F-WWII, dd 28.05.13, lsd fr AWAS, named 'Vueling for a dream'

AER LINGUS [EI/EIN 'SHAMROCK']

EI-EPU	A319-111	3102	ex EC-KDI, dd 31.05.13 Madrid – Dublin, lsd fr SMBC Aviation Capital, named 'St Conleth/Conlaed'
EI-FCC	A320-214	1229	ex EC-KNM, dd 10.05.13, lsd fr Iberia

ATRAK AIR

UR-MUS	A320-231	0393	ex UR-CKA, dd 05.13, lsd fr Khors Air, noted at Tehran 20.05.13
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We welcome any feedback on this listing.

(The listing is alphabetical with reference to the registration of the country of origin. Columns indicate the registration, type, construction number and notes.)

FARS QESHM AIR [QE/QFZ 'FARS QESHM']			
EP-FQK	A300B4-605R	584	ex TC-OAH, dd 18.05.13 Kiev KBP – Tehran IKA
EP-FQM	A300B4-605R	603	ex TC-OAZ, dd 18.05.13 Kiev KBP – Tehran IKA
EP-FQL	A300B4-605R	744	ex TC-OAA, dd 18.05.13 Kiev KBP – Tehran IKA
EP-FQN	A300B4-605R	749	ex TC-OAB, dd 18.05.13 Kiev KBP – Tehran IKA
EP-FQO	A300B4-605R	764	ex TC-OAO, dd 18.05.13 Kiev KBP – Tehran IKA

MAHAN AIR			
UR-CLU	Avro RJ85	E2257	ex JU-9909, dd Kiev KBP – Tehran IKA, lsd fr UM Air
UR-CLV	Avro RJ85	E2261	ex JU-9915, dd Kiev KBP – Tehran IKA, lsd fr UM Air

ETHIOPIAN AIRLINES [ET/ETH]			
ET-AQM	B737-860	40966	dd 30.05.13.st to AWAS and leased back

BELAVIA [BZ/BRU]			
EW-366PA	B737-315	29058	ex YR-ADB, dd 28.05.13 Timisoara – Minsk, lsd fr DSF

KYRGYZSTAN AIRCOMPANY [QH/LYN]			
EX37301	B737-382	25162	ex 23.05.13, dd 23.05.13 Tallinn – Bishkek 23.05.13

TURKMENISTAN AIRLINES [TS/TUA]			
EZ-A015	B737-82K	39774	dd 06.05.13
EZ-A016	B737-82K	39975	dd 31.05.13

AIGLE AZUR [ZI/AAF]			
F-HBIB	A320-214	3289	ex D-ABDS, dd 05.06.13, lsd fr SMBC Aviation Capital
F-HBIS	A320-214	3136	ex EI-DVF, dd 30.05.13 Woensdrecht – Paris ORY, lsd fr AerCap & reg'd to Eden Irish Aircraft Leasing Ltd

BOND OFFSHORE HELICOPTERS			
G-PERD	AW139	41270	ex LN-OEA, reg'd 31.05.13, ret fr Norsk Helikopterservice

BRISTOW HELICOPTERS [BHL]			
G-MCGD	S-92A	920171	ex N917E, reg'd 05.06.13

CHC SCOTIA			
G-CHCV	AW139	41005	ex UP-AW907, reg'd 09.05.13
G-WNSE	S-92A	920190	ex N190V, reg'd 17.05.13

EASTERN AIRWAYS [T3/EZE 'EASTFLIGHT']			
G-MAJT	Jetstream 41	41040	ex SX-SEC, reg'd 17.05.13, ret fr Sky Express

EASYJET [U2/EZY 'EASY']			
G-EZWI	A320-214	5592	ex D-AUBH, dd 15.05.13

JET2 [LS/EXS 'CHANNEX']			
G-GDFG	B737-36Q	28658	named 'Music Hall Tavern' with additional Jet2 Party Plane stickers

G-GDFM	B737-36N	28586	ferried Budapest – Bournemouth 17.05.13, painted into Jet2 Holiday colours, to Leeds Bradford, entered service 27.05.13
G-GDFN	B737-33V	29332	entered service 31.05.13 in basic Air Baltic colours, ferried Leeds-Bradford – Bournemouth 02.06.13 for paint into Jet2 colours

G-GDFT	B737-36Q	29141	ex G-TOYM, reg'd 16.05.13, ferried 18.05.13 Lasham – Southend, bf ACG
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G-GDFV	B737-85F	28821	ferried Montpellier – Southend 23.05.13 after painting
G-ZAPX	B757-256	29309	ex EC-HIS, dd 30.04.13 Luton – Manchester, wet lsd fr Titan Airways for summer

MONARCH AIRLINES [ZB/MON]			
G-ZBAD	A321-231	5582	ex D-AVZH, dd 07.05.13, lsd fr Aviation Capital Group
G-ZBAE	A321-231	5606	ex D-AVZO, dd 23.05.13, lsd fr Aviation Capital Group
G-ZBAH	A320-214	1413	ex EC-KBU, dd 10.06.13 Dublin – Manchester, lsd fr BOC Aviation

THOMSON AIRWAYS [BV/TOM]			
C-FYLC	B737-8BK	33029	ex G-OXLC, dd 20-21.05.13 Trois Rivières – Dublin, sub-lsd fr Sunwing
C-FYUH	B737-8K5	34689	ex D-ATUH, dd 22-23.05.13 Toronto – Belfast, sub-lsd fr Sunwing
G-TUIA	B787-8	34422	dd 29.05.13, lsd fr TUI Travel
G-TUIB	B787-8	34423	dd 30.05.13, lsd fr TUI Travel

WIZZ AIR [W6/WZZ]			
HALWT	A320-232	5615	ex F-WWIR, dd 07.05.13
HA-LWU	A320-232	5617	ex F-WWIV, dd 24.05.13

PRIVATAIR [PTI]			
HB-JJE	B757-204	27219	ex G-OOBR, dd 07.06.13, lsd fr/op for ECair

ZIMEX AVIATION			
HB-LQV	DHC-6-300	643	restored to register 05.13
AVIANCA – AEROVÍAS DEL CONTINENTE AMERICANO [AV/AVA]			
N562AV	A320-214	5622	ex F-WWBM, dd 28.05.13, reg'd to Wells Fargo Bank Northwest, trustee

AVIONES Y HELICOPTEROS DE COLOMBIA			
HK-4918	Bell 412EP	36252	ex N412TT

JEJU AIR [7C/JJA]			
HL8262	B737-8Q8	28214	repainted into special 'Lotte Duty Free Shop' colours
HL8287	B737-8Q8	30665	ex VH-VOU, dd 03.06.13, ferried Kuala Lumpur SZB – Seoul GMP, lsd fr ILFC

KOREAN AIR [KE/KAL]			
HL8272	B737-9B5ER	42173	dd 24.05.13

BANGKOK AIRWAYS [PG/BKP]			
HS-PPG	A319-131	2664	ex M-BOCA

CITY AIRWAYS [GTA]			
HS-GTC	B737-430	27007	ex N270PL, dd 31.05.13, was ferried Miami – Bangkok DMK 21-24.05.13

NASAIR [XY/KNE]			
VP-CQR	E190-200AR	0169	ex UR-WRF, dd 13.05.13 Exeter – Riyadh
VP-CXP	A320-214	3889	ex OE-IBX, dd 06.06.13, lsd fr GECAS
VP-CXQ	A320-214	3933	ex OE-IBY, dd 23.05.13 Woensdrecht – Jeddah, lsd fr GECAS

SAUDIA – SAUDI ARABIAN AIRLINES [SV/SVA]			
HZ-AK17	B777-368ER	41054	dd 17.05.13
ANA – ALL NIPPON AIRWAYS [NH/ANA]			
JA801A	B787-8	34488	airtested Tokyo HND – Sapporo CTS 15.05.13 after storage, rts 01.06.13

JA802A	B787-8	34497	airtested Tokyo HND – Sapporo CTS 23.05.13 after storage, rts 01.06.13
JA803A	B787-8	34485	airtested Takamatsu – Tokyo HND 19.05.13 after storage, rts 01.06.13
JA804A	B787-8	34486	airtested Tokyo NRT – Sapporo CTS 21.05.13 after storage, rts 01.06.13
JA805A	B787-8	34514	airtested Tokyo NRT – Sapporo CTS 21.05.13 after storage, rts 01.06.13
JA806A	B787-8	34515	airtested Tokyo NRT – Sapporo CTS 21.05.13 after storage, rts 01.06.13

JA807A	B787-8	34508	rts 01.06.13
JA808A	B787-8	34490	rts 01.06.13
JA809A	B787-8	34494	rts 01.06.13
JA810A	B787-8	34506	rts 01.06.13
JA811A	B787-8	34502	rts 01.06.13
JA812A	B787-8	40748	ferried Tokyo NRT – Sapporo CTS 26.05.13 after storage, rts 26.05.13

JA813A	B787-8	34521	rts 01.06.13
JA814A	B787-8	34493	airtested Tokyo HND – Sapporo CTS 16.05.13 after storage, rts 01.06.13
JA815A	B787-8	40899	ferried Tokyo HND – Sapporo CTS 24.05.13 after storage, rts 26.05.13
JA816A	B787-8	34507	airtested Kuma-moto – Tokyo HND 20.05.13 after storage, rts 02.06.13
JA817A	B787-8	40749	ex N1009N, dd 14.05.13, reg'd to ANA Holdings Inc 15.05.13
JA818A	B787-8	34495	dd 30.05.13, reg'd to ANA Holdings Inc 31.05.13
JA819A	B787-8	42244	

ANA WINGS [EH/AXX 'ALFA WING']			
JA359K	B737-5L9	28128	GL Juno Leasing Ltd st ANA Holdings Inc 01.04.13 & lsd back to ANA Wings

FUJI DREAM AIRLINES [JH/FDA]			
JA07FJ	E170-200STD	0361	ex PT-TKT, dd 27.06.13

JAPAN AIRLINES [JL/JAL]			
JA330J	B787-8	35359	repainted into special 'Tokyo Disney Resort 30 The Happiness Year' colours, rts 07.06.13

JA822J	B787-8	34832	airtested Tokyo NRT – Tokyo NRT 15.05.13 after storage, rts 01.06.13
JA824J	B787-8	34834	airtested Tokyo NRT – Tokyo NRT 15.05.13 after storage, rts 01.06.13

JA825J	B787-8	34835	airtested Tokyo NRT – Tokyo NRT 19.05.13 after storage, rts 03.06.13
JA826J	B787-8	34836	airtested Tokyo NRT – Tokyo NRT 19.05.13 after storage, rts 03.06.13

JA827J	B787-8	34837	airtested Tokyo NRT – Tokyo NRT 11.05.13 after storage, rts 01.06.13
JA828J	B787-8	34838	airtested Boston – Boston 15.05.13, ferried Boston – Tokyo NRT 18-19.05.13, rts 01.06.13
JA829J	B787-8	34839	

JA830J	B787-8	34840	dd 29.05.13
JETSTAR JAPAN [GK/JJP 'ORANGE LINER']			
JA11JJ	A320-232	5598	reg'd to JISA 1 Ltd 26.04.13
JA12JJ	A320-232	5618	ex F-WWIX, dd 23.05.13, sub-lsd fr Qantas, reg'd to Andener Aircraft Management Ltd 22.05.13 & lsd to Qantas

PEACH [MM/APJ 'AIR PEACH']			
JA808P	A320-214	5543	reg'd to ANA Trading Barents Leasing 08.04.13

SKYMARK AIRLINES [BC/SKY]			
JA73NT	B737-86N	41264	dd 21.05.13, lsd fr GECAS, reg'd Skylux 4 Ltd 22.05.13

MIAT MONGOLIAN AIRLINES [OM/MGL 'MONGOL AIR']			
JU-1021	B767-34GER	41519	dd 13.05.13, named 'Chinggis Khan'

NORWEGIAN AIR SHUTTLE [DY/NAX 'NOR SHUTTLE']			
CS-TQY	A340-313X	190	ex A6-ERQ, dd 28.05.13, sub-lsd wet from Hi Fly to cover for late B787s
LN-NIC	B737-8JP	38881	owner changed to ALIP No.22 Co Ltd 31.05.13

NextJet of Sweden has leased this BAe ATP, SE-MEX (c/n 2018), from West Air Sweden. It is pictured at Southend, UK on July 4 after being painted. (Jeff Hulme)

The newest Airbus A330-243MRTT (KC.3 Voyager), G-VYGF/ZZ335 (c/n 1334), was delivered to the Royal Air Force from Getafe, Spain at the end of June. (José Ramón Valero)





Airliner Deliveries

Three Embraer 190STDs arrived at Norwich International Airport from Brazil on July 4 for painting. All were in the colours of Aerosvit and bore the titles and tail logo of Ukraine International Airlines.

The aircraft were UR-EMC, -EMD and -EME (c/n 0589, 0602 and 0614), with 'EMC' acting as a crew ferry. (Matt Varley)

US company Vecolair Leasing's BAe Jetstream 32, N888CY (c/n 888), visited Geneva on June 27, still carrying the full livery of Vertical de Aviación of Colombia. It continued to Croatia the following day. (Jean-Luc Altherr)



LN-NID B737-8JP 40544 dd 29.05.13, lsd fr Aviation Capital Group & reg'd to ACG Acquisition 40544 LLC, tail motif 'Christina Nilsson – Swedish opera singer'

CARGOLUX [CV/CLX]
LX-VCH B747-8R7F 35821 ex N765BA, dd 15.05.13, named 'City of Dudelange'

AIR LITUANICA
ES-AEB E170-100LR 0106 ex PT-SAO, dd 22.06.13, lsd fr Estonian Air

SMALL PLANET AIRLINES [SS/LLC]
LY-SPA A320-232 1715 ex EI-EZN, dd 26.05.13, lsd fr MC Aviation Partners

AIR VIA [VL/VIM 'VIA AIRWAYS']
LZ-MDA A320-232 2732 ret fr NASair
LZ-MDR A320-232 5158 ret fr NASair

BH AIR [8H/BGH 'BULGARIAN HOLIDAYS']
LZ-BHG A320-232 2844 ret fr Myanmar Airways International

BULGARIA AIR [FB/LZB 'FLYING BULGARIA']
LZ-FBC A320-214 2540 ret fr NASair

AERO FLITE
N264V C1-215 1090 ex C-GOFM
N354AC Avro RJ85 E2256 ex G-CHIU, dd 02.05.13, lsd fr Bank of Utah, trustee
N355AC Avro RJ85 E2293 ex G-CHDG, dd 17.05.13, lsd fr Bank of Utah, trustee

ALASKA AIRLINES [AS/ASA]
N423AS B737-990ER 35206 dd 06.05.13
N560AS B737-890 35179 has been repainted into special 'Spirit of the Islands' livery colours

ALASKA CENTRAL EXPRESS [KO/AER 'ACE AIR']
N79TR B1900C-1 UC-79 rr N117AX

AMERICAN AIRLINES [AA/AAL]
N924NN B737-823 33486 dd 02.05.13, st Wells Fargo Bank Northwest owner
N925NN B737-823 31169 dd 09.05.13, st Wilmington Trust Co 20.05.13 & lsd back dd 16.05.13, st Wells Fargo Bank Northwest owner
N926NN B737-823 33321 dd 24.05.13 & lsd back dd 24.05.13
N927NN B737-823 31171 dd 28.05.13
N723AN B777-323ER 31215 dd 28.05.13

ATLAS AIR [SY/GTI 'GIANT']
N855GT B747-87UF 37567 dd 16.05.13, painted into Etihad Cargo colours

BRISTOW US LLC
N7616T S-76D 761016 reg'd 08.05.13

CARSON HELICOPTERS
N493RC S-61N 61776 ex C-GSV0

DELTA AIR LINES [DL/DAL]
N948DN MD-90 30 53357 ferried Atlanta – Cecil Field 25.03.13, ret to Atlanta entered service 31.05.13 ex JA8029

EVERGREEN HELICOPTERS
N104EV B1900D UE-166 purch off lse fr DivLend Equipment Leasing LLC

N172MJ B1900D UE-72 as N104EV
N392CA Casa 212-300 398 as N104EV
N822H Bell 214ST 28139 as N104EV
N823H Bell 214ST 28141 as N104EV

EXPRESSJET AIRLINES [EV/ASQ 'ACEY']
N176PQ CRJ900 15176 dd 07.05.13, sub-lsd fr Delta
N200PQ CRJ900 15200 ex C-FWVU, dd 08.05.13, sub-lsd fr Delta

FEDEX EXPRESS [FX/FDX 'FEDEX']
N596SH B757-231 28483 bf Pegasus Aviation II Inc 23.05.13
N741PA B757-230 24737 rr N985FD
N967FD B757-28A 26269 cnvtd to 757-28A(F) by SASCO, ferried Singapore XSP – Memphis 27-29.05.13 after conversion



HAWAIIAN AIRLINES [HA/HAL]
N390HA A330-243 1389 named 'Namahoe'

JETBLUE AIRWAYS [B6/JBU]
N355JB E190-100AR 0617 named 'Rendezblue'
N356JB E190-100AR 0618 named 'Blue's on First'
N368JB E190-100AR 0623 ex PT-TKK, dd 20.05.13, named 'Powered by Blue'
N373JB E190-100AR 0624 ex PT-TKM, dd 23.05.13, named 'Best in Blue'

MESA AIRLINES [YV/ASH 'AIR SHUTTLE']
N243LR CRJ900 15064 ex C-GLPN, dd 06.06.13, lsd fr Bombardier Capital
N244LR CRJ900 15233 ex C-GUHF, dd 06.06.13, lsd fr Trust N695BR N696BR N697BR

N248LT CRJ900 15274 in US Airways Express colours

NATIONAL AIRLINES [N8/NCR]
N650AA B757-223 24608 rr N567CA

NEW ENGLAND AIRLINES [EJ/NEA]
N598JA BN-2A 66 rr N401WB

PENAIR [KS/PEN 'PENINSULAR']
N424XJ Saab 340B 424 Lambert Leasing (Saab) st Turboprop LLC 30.05.13, still lsd to Penair

PINNACLE AIRLINES [9E/FLG 'FLAGSHIP']
N184CJ Saab 340B 184 reg'd 23.05.13, ex Colgan Air
N193CJ Saab 340B 193 as N184CJ
N198CJ Saab 340B 198 reg'd 24.05.13, ex Colgan Air
N204CJ Saab 340B 204 as N198CJ
N277MJ Saab 340B 277 as N184CJ
N334CJ Saab 340B 334 as N184CJ
N338CJ Saab 340B 338 as N184CJ
N343CJ Saab 340B 343 as N184CJ
N344CJ Saab 340B 344 as N184CJ
N347CJ Saab 340B 347 as N184CJ
N350CJ Saab 340B 350 as N184CJ
N352CJ Saab 340B 352 as N184CJ

SILVER AIRWAYS [3M/SIL 'SILVER WINGS']
N402XJ Saab 340B 402 rr N302AG
N414XJ Saab 340B 414 rr N303AG

SKYWEST AIRLINES [OO/SKW]
N162PQ CRJ900 15162 ex C-FSQJ, dd 07.05.13, sub-lsd fr Delta
N170PQ CRJ900 15170 dd 07.05.13, sub-lsd fr Delta
N712SK CRJ701 10172 now in United Express cls

SOUTHWEST AIRLINES [WN/WSA]
N280WN B737-7H4 32533 repainted into special 'Penguin One' Seaworld cls

SPIRIT AIRLINES [NK/NKS 'SPIRIT']
N620NK A320-232 5624 ex F-WWBC, dd 28.05.13, st AFS Investments 69 LLC (GECAS) & lsd back

SUN COUNTRY AIRLINES [SY/SCK]
N716SY B737-7Q8 30629 ex D-ABBV, dd 01.06.13, lsd fr ILFC

UNITED AIRLINES [UA/UAL]
N38473 B737-924ER 38702 dd 09.05.13

N37474 B737-924ER 31648 dd 15.05.13

UNITED PARCEL SERVICE [5X/UPS]
N357UP B767-34AF 37876 dd 01.05.13, st C & E I LLC & leased back

US AIRWAYS [US/USA]
N152UW A321-211 5588 ex D-AVZK, dd 17.05.13
N153UW A321-211 5594 ex D-AVZL, dd 15.05.13
N268AY A330-243 1415 ex F-WWTM, dd 23.05.13
N287AY A330-243 1417 ex F-WWCE, dd 30.05.13

MIDDLE EAST AIRLINES [ME/MEA 'CEDAR JET']
F-OMRO A320-232 4296 rr OD-MRO
F-ORMA A330-243 926 rr OD-MED

FINNAIR [AY/FIN]
OH-LTM A330-302E 994 repainted into special 'Marimekko Metsänväki' cls

SMARTWINGS
OK-TSC B737-8FH 35093 ex C-GDGO, dd 13.05.13, sub-lsd fr Travel Service

TRAVEL SERVICE AIRLINES [QS/TVS]
OK-TVE B737-86Q 30294 ex C-GRKB, ret fr Sunwing
OK-TVF B737-8FH 29669 ex C-GTVF, ret fr Sunwing
OK-TVG B737-8Q8 30719 ex C-GTVG, ret fr Sunwing
OK-TVK B737-86N 32740 ex C-FGVK, ret fr Sunwing
OK-TVY B737-8Q8 30724 ex EI-FAY, dd 22.05.13 Dublin – Prague, lsd fr ILFC

LY-COM A320-212 0528 ex VP-BRB, dd 14.05.13 Paris ORY – Prague, sub-lsd fr Avion Express

LY-VEY A320-212 0419 ex N419AG, dd 15.05.13 Istanbul IST – Prague, sub-lsd fr Avion Express

YL-LCD A320-211 0359 ex 4X-ABD, dd 15.05.13 Riga – Prague, sub-lsd fr SmartLynx

YL-LCE A320-211 0311 ex F-HDCE, dd 14.05.13 Antalya – Prague, sub-lsd fr SmartLynx

JETAIRFLY (TUI AIRLINES BELGIUM) [TB/JAF 'BEAUTY']
OO-JAA B737-8BK 29660 ex C-FUAA, ret fr Sunwing
OO-JBG B737-8K5 35142 ret fr CanJet

JET TIME [JTG]
LN-BRI B737-405 24644 ex 9M-MLL, dd 01.06.13, lsd fr SAS for six months

SUN-AIR OF SCANDINAVIA [EZ/SUS 'SUNSCAN']
OY-NCU Do.328 3000 3122 ferried Myrtle Beach – Billund 10-11.05.13 as N353SK

ARKEFLY (TUI AIRLINES NEDERLAND) [OR/TFL]
OM-AEX B737-4Y0 25178 ex D-AEFL, dd 30.05.13 Bratislava – Amsterdam 30.05.13, sub-lsd fr AirExplore

OM-DEX B737-46J 28867 ex CN-RPH, dd 09.05.13, sub-lsd fr AirExplore

KLM ROYAL DUTCH AIRLINES [KL/KLM]
PH-BCD B737-8K2 42149 dd 20.05.13
PH-BRI B777-306ER 42172 dd 31.05.13, named 'Yellowstone National Park'

Key to Abbreviations

a/c	aircraft
als	airlines
awys	airways
bf	bought from
b/u	broken up/scrapped
canx	cancelled
cls	colours
cn	manufacturer's construction/serial number
cnvtd	converted
dbf	destroyed by fire
dbr	damaged beyond repair
dd	delivery date
ex	previous reg'n
ff	first flight
frtr	freighter
lrf	last revenue flight
lsd fr	leased from
lsd to	leased to
msn	see cn
ntu	not taken up
oo	on order
op	operated
pax	passenger
pwfu	permanently withdrawn from use
reg'd	registered
reg'n	registration
ret fr	returned from
ret to	returned to
rr	re-registered
rts	return to service
sb	sold by
scr	scrapped/broken up
st	sold to
std	stored
tba	to be advised
unk	unknown
wfu	withdrawn from use
w/o	written off/destroyed



We welcome any feedback on this listing.

(The listing is alphabetical with reference to the registration of the country of origin. Columns indicate the registration, type, construction number and notes.)

AIR BORN				
PK-BAF	DHC-6-300	518	ex C-GSOZ, dd 31.05.13	
BATIK AIR				
PK-LBM	B737-9GPER	38689	ex (PK-LKZ), dd 03.05.13, lsd fr Lion Air	
PK-LBO	B737-9GPER	38781	ex (PK-LKY), dd 24.05.13, lsd fr Lion Air	
CITILINK INDONESIA [QG/CTV 'SUPERGREEN']				
PK-GLV	A320-214	5574	ex D-AUBC, dd 02.05.13, lsd fr GECAS	
PK-GLW	A320-214	5597	ex D-AUBJ, dd 24.05.13, lsd fr GECAS	
DERAYA AIR TAXI [DRY]				
N282CS	B737-36N	28558	ex N282CS, dd 21.05.13, lsd fr TAG Aviation (Stansted)	
EKSPRES TRANSPORTASTANTARBENUA				
PK-RNI	ERJ 135BJ	1045	ex PK-RJE, dd 05.13, op for unknown	
PK-RJP	ERJ 135BJ	1172	ex PT-TJY, dd 26.05.13, op for Czar Aviation Ltd	
EXPRESSAIR (TRAVEL EXPRESS AVIATION)				
PK-TXZ	B737-36N	28558	ex N282CS, dd 21.05.13, lsd fr TAG Aviation (Stansted)	
GARUDA INDONESIA [GA/GIA]				
PK-GFX	B737-8U3	39928	dd 13.05.13, lsd fr SMBC Aviation Capital	
PK-GMY	B737-8U3	38884	dd 07.05.13, lsd fr ACG	
PK-GRK	CRJ1000	19033	ex C-GIAO, dd 28.05.13, lsd fr Nordic Aviation Capital	
PK-GRL	CRJ1000	19034	ex C-GICB, dd 18.06.13	
PK-GRM	CRJ1000	19035	ex C-GZQF, dd 21.06.13	
INDONESIA AIRASIA [QZ/AWQ]				
PK-AZC	A320-214	2425	ex CS-TKL, dd 07.06.13, lsd fr Macquarie AirFinance	
LION AIR [JT/LNI 'LION INTER']				
PK-LBM	B737-9GPER	38689	ex (PK-LKZ), dd 03.05.13	
PK-LBO	B737-9GPER	38781	ex (PK-LKY), dd 24.05.13 (both lsd to Batik Air)	
MANDALA AIRLINES [RI/MDL]				
PK-RMU	A320-232	5605	ex D-AUBM, dd 30.05.13, lsd fr Tiger Airways	
WINGS ABADI AIR [IW/WON]				
PK-WGI	ATR 72-600	1074	ex F-WWEK, dd 18.05.13	
PK-WGJ	ATR 72-600	1079	ex F-WWEP, dd 18.05.13	
AVIANCA BRASIL [06/ONE 'OCEANAIR']				
PR-AVH	A318-121	3001	modified to A318-122 per Brazilian register	
PR-AVJ	A318-121	3030	as PR-AVH	
PR-AVK	A318-121	3062	as PR-AVH	
PR-AVL	A318-121	3214	as PR-AVH	
PR-AVO	A318-121	3216	ex CC-CZJ, dd 10.05.13	
PR-ONM	A318-121	3585	Mexico City – Natal	
AZUL LINHAS AÉREAS [AD/AZU]				
PR-AXS	E190-200AR	0620	dd 05.13, named 'Espírito Azul'	
PR-AXT	E190-200AR	0621	dd 08.06.13, named 'Sangue Azul'	
COLT TRANSPORTE AÉREOS				
PR-IOY	B737-4B6(F)	26526	ex N526TP, dd 18.06.13	
GOL TRANSPORTES AÉREOS [G3/GLO]				
PR-GUM	B737-8EH	35846	repainted into special 'CBF – Confederação Brasileira de Futebol' colours 06.13	

PR-GXD	B737-8EH	39617	ex N5515R, dd 03.05.13	
TAM LINHAS AÉREAS [JJ/TAM]				
PR-MYZ	A320-214	5621	ex F-WWBB, dd 29.05.13	
SURINAM AIRWAYS [PY/SLM]				
PZ-TCQ	B737-3Q8	26295	ex N295AN, dd 31.05.13 Porto Alegre – Paramaribo, lsd fr MSA I (AWAS)	
AIR NIUGINI [PX/ANG 'NIUGINI']				
TF-FIW	B757-27B	24838	ex VP-BFI, dd 14-17.05.13 Keflavik – Port Moresby, sub-lsd fr Icelandair	
HEVILIFT NEW GUINEA				
P2-KSY	DHC-6-400	875	ex C-FVAT, dd 04.06.13, also correct reg'n from last month	
AEROFLOT RUSSIAN AIRLINES [SU/AFI]				
VP-BLR	A320214	5585	named 'P Yablochkov'	
VP-BNL	A320-214	5580	ex D-AUBE, dd 03.05.13, lsd fr SMBC Aviation Capital, named 'A Suvorov'	
VP-BNT	A320-214	5614	ex F-WWIF, dd 28.05.13, lsd fr AWAS, in special '1956 era' retro colours, named 'Dobrolet'	
DONAVIA [D9/DNV]				
VP-BNJ	A319-111	2241	ex N930FR, dd 28.05.13, lsd fr GECAS	
KOLAVIA [7K/KGL 'KOGALYM']				
EI-FBF	A321-231	1060	ex B-6285, dd Shannon – Moscow DME 31.05.13, lsd fr ILFC, for operation by Metrojet	
I-FLY [H5/FLY]				
EI-FBU	A330-322	120	ex D-AERK, dd 07.05.13, lsd fr AerCap	
NORDWIND AIRLINES [N4/NWS]				
VP-BRD	A321-232	3120	ex EI-EYB, dd 30.05.13, lsd fr ILFC	
VP-BWX	B767-306ER	27960	ex PH-BZG, dd 03.06.13 Shanghai PVG – Moscow SVO, lsd fr ILFC	
RUSLINE [7R/RLU]				
VP-BMN	CRJ200	7179	ferried to Norwich 28.05.13 in Air Volga colours, repainted into RusLine colours, departed 03.06.13	
S7 AIRLINES [S7/SBI 'SIBERIAN AIRLINES']				
VP-BOJ	A320-214	5607	ex D-AUBN, dd 29.05.13, lsd fr Air Lease Corp	
TARTARSTAN AIRLINES [U9/TAK]				
RA-	Ce 208B	2420	ex N9540J, dd 13.05.13, lsd fr State Transport Leasing Co	
RA-	Ce 208B	2426	ex N81287, dd 17.05.13, lsd fr State Transport Leasing Co	
RA-	Ce 208B	2427	ex N8114C, dd 17.05.13, lsd fr State Transport Leasing Co	
YAKUTIA AIR [R3/SYL 'AIR YAKUTIA']				
VP-BSP	B737-7L9	28009	ex (D-AGEZ), dd 18.06.13, lsd fr Aircastle	
SKYJET AIR [SM]				
RP-C5525	Bae 146-200	E2031	ex N66LN, noted in service at Manila 16.04.13	
BRAATHENS REGIONAL [DC/BRX 'BRAATHENS']				
SE-MFK	Saab 2000	005	ex D-AOLB, dd 12.05.13, lsd fr Rockton Aviation	

NEX TIME JET [2N/NTJ 'NEXTJET']				
SE-MEX	Bae ATP	2018	ex CS-TFJ, reg'd 18.06.13, lsd fr Regional One Inc	
SAS SCANDINAVIA AIRLINES [SK/SAS]				
LN-RGG	B737-86N	38039	dd 28.05.13, lsd fr GECAS & reg'd to Celestial Aviation Trading 15 Ltd, named 'Asgerd Viking'	
OY-KAP	A320-232	3086	entered service 07.05.13, named 'Vglek Viking'	
SE-RJU	B737-76N	29885	ex EI-CXD, dd 27.05.13 Lasham – Stockholm ARN, lsd fr GECAS & reg'd to Celestial Aviation Trading 6 Ltd, named 'Ubbe Viking'	
BINGO AIRWAYS [BGY 'SKIMMER']				
SP-ADK	A320-232	1723	ex EI-EZO, dd 28.05.13 Norwich – Warsaw, lsd fr MC Aviation Partners	
LOT POLISH AIRLINES [LO/LOT]				
SP-LRA	B787-8	35938	ferried Chicago ORD – Addis Ababa 14-15.05.13 after storage for battery mods	
SP-LRC	B787-8	35940	ex N1791B, dd 16.05.13	
TRAVEL SERVICE POLAND [3Z/TVP 'JET TRAVEL']				
C-FTDW	B737-808	34704	ex N1786B, dd 29-30.05.13 Toronto – Warsaw, sub-lsd fr Sunwing	
AEGEAN AIRLINES [A3/AEE]				
SX-DGI	A320-232	3162	lse renewed & rts 02.04.13	
SX-DGK	A320-232	3748	has small 'Operated by Olympic Air' titles	
SX-OAR	A320-232	3812	has small 'Operated by Olympic Air' titles	
ASTRA AIRLINES [A2/AZI GREEK STAR']				
SU-BPZ	B737-86N	35213	dd 24.05.13 Sharm el Sheikh – Thessaloniki, sub-lsd fr AMC Airlines	
ATLASJET INTERNATIONAL [KK/KKK]				
TC-ATR	A321-211	1451	ex F-HCAI, dd 14.06.13, lsd fr GECAS	
CORENDON AIRLINES [CAI]				
TC-TJM	B737-8Q8	28218	ex N282AG, dd 31.05.13, lsd fr ACG	
SUNEXPRESS [XQ/SXS]				
TC-SAU	B737-8GJ	34958	ex TC-JHG, dd 13.05.13, lsd fr BBAM, op in Anadolu Jet colours	
TC-SAV	B737-8GJ	34959	ex TC-JHH, dd 13.05.13, lsd fr BBAM, op in Anadolu Jet colours	
TC-SBE	B737-8BK	29644	ex EI-EZM, dd 09.06.13 Shannon – Antalya, lsd fr FLY Leasing, op in Anadolu Jet colours	
TC-SNV	B737-86J	28072	noted at Antalya 26.05.13 in SunExpress fuselage colours with Anadolu Jet titles	
TC-SNY	B737-8K5	27981	ex D-AHFA, dd 05.06.13 Prague – Antalya, lsd fr TUIfly	
TURKISH AIRLINES [TK/THY]				
TC-JDS	A330-243F	1418	ex F-WWCB, dd 30.05.13	
TC-JHU	B737-8F2	42002	dd 02.05.13	
TC-JPT	A320-232	3719	named 'Ilhara'	
TC-JSE	A321-231	5450	named 'Kizilirmak'	
TC-JSI	A321-231	5584	ex D-AVZI, dd 07.05.13	
TC-JUE	A320-232	2156	ex 9V-VLE, dd 02.06.13 Singapore XSP – Istanbul IST, lsd fr BOC Aviation	
VT-JEM	B777-35RER	35162	ex TC-JJB, dd 29.05.13 Delhi – Istanbul UST, lsd fr Jet Airways	
VT-JEN	B777-35RER	35157	ex HS-TKG, dd 31.05.13 Delhi – Istanbul IST, lsd fr Jet Airways	
ULS AIRLINES CARGO [GO/KZU]				
TC-SGM	A310-308(F)	592	ret fr Saudia	
AIR ATLANTA [ICELANDIC [CC/ABD]				
TF-AML	B747-4H6(F)	27044	ex N401SA, dd 12.06.13, lsd fr Aircastle	

Czech carrier Travel Service has wet leased three Boeing 737-800s from Indian operator SpiceJet for the summer season. This aircraft, VT-SGQ (c/n 37365), wears the basic livery of the airline plus the titles of Smart Wings (a subsidiary brand of Travel Service). (Javier Rodriguez)

This ex Aer Arann/Aer Lingus Regional ATR 72-500, EI-REP (c/n 797), was delivered to Myanmar-based Yangon Airways in July. (Paul Doyle)





Airliner Deliveries

Avior Airlines of Venezuela has received its first Boeing 737-401, N405CJ (c/n 23885), which was registered in April. (Roberto Collazo)



The first Airbus A340 on the Maltese register, A340-600, 9H-SEA (c/n 383), of Portuguese ACMI lessor Hi Fly visited Manchester in July and took members of the Manchester City Football Club on their pre-season tour to South Africa. (Nik French)

Key to Abbreviations

a/c	aircraft
als	airlines
awys	airways
bf	bought from
b/u	broken up/scrapped
canx	cancelled
cls	colours
cn	manufacturer's construction/serial number
cnvrt	converted
dbf	destroyed by fire
dbf	damaged beyond repair
dd	delivery date
ex	previous reg'n
ff	first flight
frfr	freighter
lrf	last revenue flight
lsd fr	leased from
lsd to	leased to
msn	see cn
ntu	not taken up
oo	on order
op	operated
pax	passenger
pwfu	permanently withdrawn from use
reg'd	registered
reg'n	registration
ret fr	returned from
ret to	returned to
rr	re-registered
rts	return to service
sb	sold by
scr	scrapped/broken up
st	sold to
std	stored
tba	to be advised
unk	unknown
wfu	withdrawn from use
w/o	written off/destroyed

Thanks to Dave Richardson and LAASI Aviation for the above

ICELANDAIR [FI/ICE]				
TF-FIC	B757-23N	30735	named 'Magni'	
TF-FIY	B757-256	29312	named 'Grabrok'	
WOW AIR				
LY-VEZ	A320-212	0299	ex PH-AAZ, dd 02.06.13, lsd fr/op by Avion Express	
LZ-WOW	A320-232	2457	ex EI-EZG, dd 02.06.13, lsd fr/op by Avion Express	
SYPHAX AIRLINES [FS/SYA]				
SP-ACK	A320-232	2645	ex EI-EXO, dd 06.04.13, sub-lsd fr Bingo Airways	
UZBEKISTAN AIRWAYS [HY/UZB 'UZBEK']				
UK67005	B767-33PER	40533	dd 14.05.13	
AIR ASTANA [KC/KZR 'ASTANALINE']				
P4-KBB	A320-232	5613	ex F-WWIC, dd 03.05.13	
SCAT AIR [DV/VSV 'VLASTA']				
LY-AYZ	B737-548	25739	ex EI-CDH, dd 01.06.13, Bacau – Shimkent, lsd fr AviaAM Leasing	
AVIATRANS K [KCA 'TRANS KIEV']				
UR-DAK	A320-211	0662	ex F-WTAU, dd 31.05.13, del Aviv – Kiev IEV	
XU-ZAB	A320-231	0476	ex N476TB, dd 21.05.13, Lahore – Kiev IEV, sub-lsd fr Skywings Asia	
KHARKIV AIRLINES [KHK]				
UR-CLS	B737-8Q8	32841	ex EI-EOP, dd 31.05.13, lsd fr ILFC	
UKRAINE INTERNATIONAL AIRLINES [PS/AUI]				
UR-DSB	E190-100STD	0501	rr UR-EMB	
UR-GBC	B737-5L9	28722	ex UR-DND, dd 24.04.13	
UR-PSG	B737-8SR	29038	ex VT-JNJ, dd 04.05.06.13, Jakarta CGK – Kiev KBV, lsd fr AWAS	
URAL AIRLINES [U6/SVR 'SVERDLOVSK AIR']				
UR-BVP	A321-211	2707	ex F-GYAJ, dd 04.06.13, Naples – Yekaterinburg, lsd fr ILFC	
UTAIR UKRAINE [QU/UTN]				
UR-UTX	CRJ200	7119	ex VQ-BQI	
WINDROSE AVIATION [7W/WRC]				
UR-WRO	A321-211	0781	ferried Kiev – Montpellier 13.05.13, repainted into WindRose colours	
JANDAKOT FLIGHT CENTER				
VH-JOV	Ce 402C	0087	reg'd 09.05.13	
PIONAIR AUSTRALIA				
VH-SIF	Bae146-200QC	E2119	ex G-ZAPN reg'd 28.05.13 to Vanguard Investments Ltd	
QANTAS AIRWAYS [QF/QFA]				
VH-XZF	B737-838	39370	dd 10.05.13	
VH-XZG	B737-838	39371	reg'd to ALIP No.23 Co Ltd	
VH-XZI	B737-838	39364	reg'd 27.05.13, not yet delivered as VH-XZI	
VH-XZJ	B737-838	39365	as VH-XZI	
VH-XZK	B737-838	39366	as VH-XZI	
VINCENT AVIATION (AUSTRALIA) [BF/VIN]				
VH-VNU	Saab 340B	357	ex ZK-VAB, reg'd 13.06.13, lsd fr Red Rocket Leasing	
VIRGIN AUSTRALIA AIRLINES [VA/VAU 'KANGA']				
VH-YFN	B737-8FE	41009	dd 16.05.13, named 'Ballina Beach'	
VH-YFP	B737-8FE	41011	dd 04.06.13, reg'd to Wilmington Trust Co, named 'Nobby's Beach'	
VH-ZPN	E190-100AR	0312	renamed 'Arrawarra Beach'	
AIR COSTA				
VT-LNR	E170-100	0293	ex G-CHJU, reg'd 18.06.13, lsd fr ECC Leasing, dep Exeter 29.05.13 on ferry to India as G-CHJU	
VT-LSR	E170-100	0278	ex G-CHJ, reg'd 18.06.13, lsd fr ECC Leasing, dep Exeter 29.05.13 on ferry to India as G-CHJU	
INDIGO [6E/IGO 'IFLY']				
VT-IFN	A320232	5577	ex D-AUBD, dd 14.05.13	



JET AIRWAYS [9W/JAI]				
VT-JEP	B777-35RER	35158	ex HS-TKH, ret fr Thai Airways	
VT-JFH	B737-8AL	39058	dd 20.05.13, lsd fr BOC Aviation	
SPICEJET [SG/SEJ]				
VT-SZD	B737-8GJ	39430	dd 08.05.13, lsd fr AWAS	
VT-SZE	B737-86N	41259	dd 09.05.13, lsd fr GECAS	
AERONAVES TSM				
N430AA	MD-82	49342	ferried Roswell – Saltillo 28.05.13 for cargo conversion	
FLY-MEX				
XA-FAS	Do 328-300	3125	ferried Athens – Keflavik - Mexico 12-13.05.13 in full UN colours after UN ops	
VOLARIS [Y4/VOI]				
N520VL	A320-233	5595	ex D-AUBI, dd 15.05.13, reg'd to Wells Fargo Bank Northwest, trustee 15.05.13	
CAMBODIA ANGKOR AIR [K6/KHV 'CAMBODIA AIR']				
VN-A398	A321-231	5427	rr XU-348	
MYANMAR AIRWAYS INTERNATIONAL [MMA 'MYANMAR']				
LZ-AOA	A319-112	3139	ex D-ABGE, dd 07.05.13 Sofia – Yangon, lsd fr BH Air	
SAFI AIRWAYS [4Q/SFW]				
YA-AQT	B757-2K2	26330	named 'City of Mazar-E-Sharif'	
AIR BALTIC [BT/BTI]				
YL-BBU	DHC-8 402	4439	ex C-GTZU, dd 22.05.13, lsd fr Nordic Aviation Capital	
YL-BBV	DHC-8 402	4444	ex C-GUJL, dd 27.06.13, lsd fr Nordic Aviation Capital	
YL-BDC	B757-256	26253	ex XU-882, ret fr Tonlé Sap Airlines	
SMARTLYNX AIRLINES [6Y/ART]				
EC-LNC	B737-4K5	24130	ex N721VX, dd 15.05.13 Palma – Riga, sub-lsd fr Alba Star	
YL-BBC	A320-211	0142	ret fr NASair	
AVIOGENEX [AGX 'JENEX']				
YU-ANP	B737-2K3	23912	ferried Perpignan – Belgrade 10.05.13, had been std since 15.10.12	
CONVIASA [VO/VCV]				
YV2911	E190-100STD	0610	ex PT-TJP, dd 01.06.13	
YV2912	E190-100STD	0612	ex PT-TJR, dd 01.06.13	
YV2913	E190-100STD	0622	ex PT-TKL, dd 01.06.13	
AV CARGO AIRLINES				
Z-MAN	MD-11ER(F)	48746	named 'Lady Liège'	
SOUNDS AIR TRAVEL & TOURISM				
ZK-MJL	Ce 208B	0861	ex N861CM, reg'd 15.05.13	
NATIONAL AIRWAYS CORP [LFI]				
ZS-DFA	ERJ 145EP	0165	ex N165EC, reg'd 02.05.13	
ZS-DFC	ERJ 145MP	0339	ex PR-PSR, reg'd 13.05.13, lsd fr ECC Leasing Corp	
SOLENTA AVIATION [SET 'SOLAVIA']				
ZS-XCF	ATR 72-201(F)	227	ex LX-WAB, reg'd 09.05.13	
ECAIR [LC]				
HB-JJE	B757-204	27219	ex G-00BR, dd 07.06.13, lsd to/op by PrivatAir	
AZERBAIJAN AIRLINES [J2/AHY 'AZAL']				
4K-AZ64	E190-100AR	0627	ex PT-TKN, dd 25.06.13	

VISTA GEORGIA [AJD]				
4L-AJO	B737-36N	28673	ex N641CS, dd 28.05.13, lsd fr LIFT France (GECAS)	
REGIONAL AIR SERVICE [REG]				
5H-RIO	Ce 208B	2381	ex N381BB, reg'd 20.02.13, lsd fr J & J Caravan 2381 LLC	
TROPICAL AIR (Z) LTD [TOA]				
5H-OLA	Ce 208B	0384	rr 5H-KEN	
AERO CONTRACTORS [AJ/NIG 'NIGERIA']				
5N-BPT	Dash 8-Q402	4078	ex G-JEDN, dd 21.05.13, dep Exeter 12.06.13	
5N-BPU	Dash 8-Q402	4079	ex G-JEDO, dd 21.05.13, dep Exeter 23.06.13	
AIR UGANDA [U7/UGA]				
5X-UGH	CRJ200	7363	ex XT-ABG, dd 05.13	
PROFLIGHT ZAMBIA [PO/PFZ]				
ZS-OMT	Jetstream 41	41034	rr ZS-..., ZS-OMT canx 31.05.13	
JAZEERA AIRWAYS [J9/JZR]				
9K-CAM	A320-214	5625	ex F-WWBK, dd 31.05.13, lsd fr Al Sahaab Aircraft Leasing	
AIRASIA X [D7/XFA]				
9M-XXL	A340-313X	662	ex B-HWG, dd 03.05.13, Xiamen – Singapore all white, lsd fr ILFC	
MALAYSIA AIRLINES [MH/MAS]				
9M-MSD	B737-8H6	40146	dd 09.05.13	
MALINDO AIR				
9M-MLI	ATR 72-600	1081	ex F-WWER, dd 17.05.13, lsd fr Lion Air	
SCOOT [TZ/SCO 'SCOOTER']				
9V-SQH	B777-212ER	28519	rr 9V-OTE, named 'Scootalicious'	
TIGER AIRWAYS [TR/TGW 'STRIPES']				
PK-RMU	A320-232	5605	ex D-AUBM, dd 30.05.13, lsd to Mandalay	
MANUFACTURERS				
AIRBUS [AIB]				
F-GKHK	A320-212	0343	AeroTurbine, rr N340AT 21.06.13 to Bank of Utah, trustee	
A9C-BAX	A319-111	2700	rr M-ABGB	
A6-CJE	ACJ319-115	4822	ferried Toulouse – Dubai 16.05.13 after cabin outfitting	
EC-331	A330-243	1419	ex F-WWTN, ff 29.04.13, dd 27.05.13 to Airbus MTAD, for Royal Air Force	
F-WXWB	A350-900	001	ff 14.06.13	
0007	A400M	0007	ex EC-407, for French Air Force, also F-RBAA	
0008	A400M	0008	ex F-WWMQ, for French Air Force, noted at Seville in full colours, also F-RBAB	
BOEING [BOE]				
N217FE	B727-252F	22938	st T2 Aviation & rr G-OSRA 19.06.13	
N809QC	B737-348(QC)	23809	st Met International Inc 23.05.13, ferried Kemble – Ulaanbaatar – 07-08.06.13	

European Skybus Changes Ownership

Aircraft maintenance and flight training organisation Cardiff Aviation has acquired European Skybus flight training from the European Aviation Group for an undisclosed sum. The company is an Approved Training Organisation and can perform type ratings for Boeing 747s, approved by the UK's CAA, EASA and JAA.

Its 737, 747-200/300 Combi, 747-400, British Aircraft Corporation One-Eleven 400/500, and Sikorsky S-61N helicopter simulators are used by airlines and operators worldwide for initial flight crew training as well as the Multi-Crew Co-operation Course (MCC), Instrument rating (IR) revalidations, plus recurrent and refresher training.

"For the time being, the flight training centre will remain located at Bournemouth International Airport [BOH] on the south coast of the United Kingdom, but we are likely to incorporate it into our base at St Athan, South Wales in due course," said Mario Fulgoni, the joint Chief Executive Officer of Cardiff Aviation.

The latest training aids available for the aviation professional

Vietnamese Graduate With Viking

The first contingent of Vietnamese Navy pilots has graduated from its flight and maintenance training course on the Viking Twin Otter Series 400 in Canada, following the sale of six new Series 400s to the Vietnamese Navy in 2010.

The programme for the 37 students involved six months of English language training coordinated through Camosun College (Victoria, British Columbia), followed by 14 months of basic through to advanced flight training at Viking, Pacific Sky Aviation and FlightSafety International (Toronto, Ontario). (Photo Viking)



Simulator Orders For CAE

Manufacturer CAE has signed contracts worth more than C\$230 million for nine Full Flight Simulators (FFS) with Etihad Airways (seven) and China Eastern Airlines (two). "We are happy to continue developing our relationships with two of the fastest growing airlines of the world. These contracts allow us to support both airlines with their expanding need for well-trained pilots," said Nick Leontidis, CAE's Group President, Civil Simulation Products, Training and Services.

The contract with Etihad is for seven full-

flight simulators, seven flight training devices, update services and an exclusive ten-year agreement for training equipment and services. The FFS are all CAE 7000 Series models and include three Boeing 787s, two Airbus A320s, an A350 and an A380. They will be delivered to the new Etihad training centre extension, which is under construction, next to the carrier's headquarters in Abu Dhabi. The flight training devices include Airbus Pilot Transition trainers and Integrated Procedures Trainers. (Photo Etihad Airways)



Swedish ATCOs at Skyguide

Air Navigation Systems Provider (ANSP) Skyguide of Switzerland is to teach aspiring Swedish air traffic controllers at its training centre in Wangen bei Dübendorf near Zurich. Initial training is due to start in October and run until August 2014.

The company has been working with the Swedish agency Aviation Capacity Resources (ACR) since May 2011. ACR has provided air traffic control services at Örebro, Västerås, Växjö/Småland and Trollhättan/Vänersborg airports for a number of years and added Norrköping, Jönköping, Kalmar, Karlstad and Skellefteå in April 2013.

MPL Course in Singapore

A new CAE Oxford Aviation Academy (CAE OAA) ab initio ground school training location is to open in Singapore. The company has signed a contract with Tigerair (the new name of Tiger Airways) for a Multi-crew Pilot License (MPL) programme. CAE OAA will train new Airbus A320 first officers for the Singapore-based carrier in a competency-based MPL programme to be conducted at training locations in Singapore, and Melbourne, Australia.



**Information
for the
traveller.**

London/Luton Airport's 75th Anniversary

London/Luton Airport, UK, celebrated its 75th anniversary on July 16 and the event was marked with the cutting of a 75ft (22.8m) long cake in the terminal building. Airport guests, staff and passengers

were on hand to help eat the 7,500 servings after the ceremonial cutting involving the Mayor of Luton, The High Sheriff of Bedfordshire and the Deputy Lieutenant of Bedfordshire.

An original 1955 Percival Provost aircraft took part in a photo shoot alongside an easyJet Airbus A319 and private jets from RSS Jet Centre and Harrods Aviation. (Photo Luton Airport)



easyJet's Fearless Flyer Courses

Low-cost carrier easyJet is extending its 'Fearless Flyer' courses from three to eight locations across the UK to help more people conquer their phobia of flying. The courses are being rolled out in the carrier's UK bases in Edinburgh, Gatwick, Liverpool, London/Stansted and Manchester.

Some 1,000 participants are expected to attend the new three-hour long courses followed by a dedicated easyJet Fearless Flyer flight.

The two-part programme includes an informative and entertaining ground course hosted by top phobia expert

Lawrence Leyton, from Channel 4's 'Fear of Flying'. In addition, a senior easyJet pilot is on hand to explain how an aircraft flies and to answer questions, dispel any myths and misconceptions about flying and reassure nervous passengers onboard. To book a place, visit fearlessflyer.easyjet.com.



Successful TAS Show

The *Airliner World* editorial team enjoyed a busy weekend at the fifth Manchester Airport Annual Aviation and Transport Fair, UK, held at the facility's Runway Visitor Park on July 13/14. "We had many more outdoor traders and exhibitors, not to mention a creative crafts fair in a large marquee and over 300 historic and classic vehicles," said David Mackereth, outdoor events organiser for The Aviation Society (TAS). Next year's event is scheduled for the weekend of July 5/6 and is expected to be even bigger and better than this year. (Photo Airliner World)



Information
for the
traveller.

Events

Organisers of enthusiasts' shows and events worldwide are invited to submit relevant details for inclusion in this listing, free of charge – address correspondence to the editorial department or visit our website at www.airlinerworld.com

Oct 5

Atlanta Airliner Collectibles Show, Delta Air Transport Heritage Museum, Atlanta, Georgia, USA. Greg Romanoski Tel: (001) 404 715 7886 or greg.romanoski@delta.com

Oct 8

Vancouver Aviation Collectible Show, Oakridge Centre Mall Auditorium, Vancouver, Canada. www.VancouverAviationShow.com

Oct 19

Luton Aircraft and Transport Enthusiasts' Fair, Vauxhall Recreation Club, Gipsy Lane, Luton, Bedfordshire, LU1 3JH, UK. Keith Manning Tel: +44 (0)1372 725063 (Eves) londoner657@blueyonder.co.uk www.aircraftenthusiastfair.co.uk

Oct 26

Leeds Transport Collectors' Fair, Pudsey Civic Hall, Leeds, LC28 5TA, UK. B Rennison Tel: +44 (0)113 236 3695.

Nov 17

Heathrow Aircraft Enthusiasts' Fair, Kempton Park Racecourse, Sunbury on Thames, Middlesex, TW16 5AQ, UK. Keith Manning Tel: +44 (0)1372 725063 (Eves) londoner657@blueyonder.co.uk www.aircraftenthusiastfair.co.uk

2014

Jul 9-12

Airliners International 2014, Los Angeles, USA. www.2014lax.com

Shows/Displays

Aug 27-Sep 1

MAKS 2013, International Aviation and Space Salon, Zhukovsky, Moscow, Russia. www.airshow.ru

Sep 25-27

MRO Europe, ExCel London Exhibition and Conference Centre, UK.

Oct 2-4

European Regions Airline Association (ERAA) Conference, Salzburg, Austria. www.eraa.org

Oct 6-8

World Routes 2013, Las Vegas Convention Center, Las Vegas, USA. www.routesonline.com

Oct 22-24

NBAA (National Business Aviation Association) 2013, Las Vegas, Nevada, USA. www.nbaa.org

Nov 17-21

Dubai Airshow, Dubai World Central, UAE. www.dubaiairshow.com

2014

Apr 8-10

Aircraft Interiors Expo, Hamburg, Germany. www.aircraftinteriorexpo.com

May 20-22

European Business Aviation Convention and Exhibition (EBACE), Palexpo Centre, Geneva International Airport, Switzerland. www.ebace.aero

May 20-25

ILA Berlin Air Show 2014, Berlin ExpoCenter Airport, Berlin, Germany. www.ila-berlin.de

Jul 14-20

Farnborough International Airshow 2014, Farnborough Airport, Hampshire, UK. www.farnborough.com

Events are subject to change without Airliner World's knowledge. Please check details prior to travel.



"You were right, Priority Deplaning was worth the extra fee."

B747SP in New Zealand

This Boeing 747SP, N747NA (c/n 21441), is owned by NASA and used as an airborne observatory under the SOFIA - Stratospheric Observatory for Infrared Astronomy - title. The aircraft arrived at Christchurch, New Zealand, at the end of

July for a short detachment.

It carries a 8.2ft (2.5m) refrigerated telescope in the rear of the aircraft and visited the country due to its cloud-free night skies and lack of atmospheric haze. (Photo Graham Weatherby)



Flypast in Dublin

Up to a quarter of a million people are expected to line the quays alongside Dublin's River Liffey for 'FlightFest' on September 15. It is one of the biggest events being staged as part of Ireland's year of 'The Gathering', an initiative inviting anyone with a connection or interest

in the country to visit during 2013 and celebrate its rich culture, festivals and events. A two-hour flypast, featuring more than 30 aircraft, will set off from Dublin Airport at five minute intervals and flyover the Port of Dublin and along the River Liffey. As well as historic 'warbirds', including a

Supermarine Spitfire, a Boeing B-17 Flying Fortress, Irish Air Corps and Royal Air Force helicopters and vintage aircraft, there will be commercial airliners including a Boeing 737 and an Airbus A300, A320, A321, A330 and A340. For more information visit www.ireland.com/www.flightfest.ie



Humanitarian Delivery Flight

Boeing has partnered with Uzbekistan Airways and non-profit organisations AmeriCares and the Soglom Avlod Uchun (SAU) Foundation to transport a consignment of medical supplies to underprivileged people in the Asian country's capital Tashkent. The 4,367lb (1,980kg) shipment, which included boxes of medicine to be distributed to hospitals and clinics by the SAU Foundation, is part of Boeing's Humanitarian Delivery Flights programme and was delivered by the airline's new 767-300ER. A similar consignment of 9,134lb (4,143kg) of medical supplies, also destined for the SAU Foundation, was shipped on a delivery flight in May. (Photo Boeing)



TARDIS Lands at Heathrow

BBC Worldwide has teamed up with London/Heathrow Airport, UK, to celebrate the longest-running TV sci-fi series in the world, Doctor Who. From July 15, passengers travelling through the facility have been treated to a variety of Doctor Who-themed experiences including appearances from the infamous Cybermen, TARDIS photobooths, genuine props and memorabilia, and augmented reality experiences from the series. The Heathrow activity celebrates Doctor Who internationally ahead of the show's 50th Anniversary in November. (Photo Heathrow Airport)



Boeing on Display

Aerolíneas Argentinas is displaying retired Boeing 737-236Adv, LV-ZYG (c/n 21795), at the Tecnópolis Fair in Villa Martelli, Buenos Aires, Argentina. The site was created in 2010 to showcase the achievements of the Argentine Government over the last 200 years. The airliner sports the new

livery of the national carrier and virtual displays at each window simulate the take off, flight and landing of a real aircraft. Groups of up to 75 people have to 'check-in' before boarding the Boeing, with the window show lasting 15 minutes. (Photo: Aerolíneas Argentinas via Álvaro Romero)



New Artwork at Southend

This specially commissioned sculpture, called 'Searchlight Beacons', has been mounted in front of the new terminal building at London/Southend Airport, UK. Created by John Atkin, it consists of three steel cone-shaped beacons depicting Supermarine Spitfires, Bristol 170 Freighters and Airbus A319s, which have operated out of the airport over the years. It is 11.5ft (3.5m) tall and illustrates the three ages of the airport – the important role it played in World War Two, its growth as a commercial airport in the 1960s and 1970s and today's regeneration thanks to the investment of the Stobart Group. (Photo Simon Murdoch)



Final Call..... Don't Get Lost!

London/Heathrow Airport, UK, has started using passenger-tracking technology, in the form of a smart boarding card system, aimed at reducing delays due to passengers arriving late for their flights. The airport authority claims the 'positive boarding' system will also provide travellers with more accurate information to help them continue to move smoothly through the terminal. Virgin Atlantic Airways is the first carrier to adopt the process in Terminal 3 for long-haul flights and its Little Red domestic services in Terminal 1. Passenger tickets feature a barcode which is presented at an automatic gate and,

if verified, the gate opens to allow the ticket-holder through to security. When the passenger scans the boarding pass, details from the barcode are compared against airlines' central flight information and tailored information for the individual traveller flashes up on screen. If a passenger is in the wrong terminal the message will tell them where to go or, if he has limited time, to proceed straight to the gate. Should a passenger try to go through security with less than 30 minutes before his flight is due to depart, he is asked to return to check-in and seek assistance from the airline.



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Myanmar



Air Mandalay has three ATRs – an ATR 42-300 and two ATR 72-200s. This aircraft, XY-AIR (c/n 467), arrived in Myanmar in 2010.

Below • ATR 72-200, XY-AIH (c/n 469), of Air Bagan was acquired in October 2008. (All photos author)

The Republic of the Union of Myanmar is a country slightly smaller than the US state of Texas and lies on the Bay of Bengal and Andaman Sea coast. It borders Bangladesh and India to the west, China to the north, and Laos and Thailand to the east. Formerly known as Burma, it was ruled by a military junta from 1962 to 2011, which suppressed most dissent amid the population and wielded absolute power in the face of international condemnation and economic sanctions. The release of the prominent human rights

activist Aung San Suu Kyi in 2011 and her subsequent rise in global political prominence – including the award of the Nobel Peace Prize – resulted in improvement of foreign relations and the emergence of Myanmar as a tourist destination, although the absence of a sophisticated tourism infrastructure is limiting the growth of this important sector.

The state of the roads is variable, while the rail network, which runs north to south with branch lines to the east and west, is mainly along single tracks. Trains are slow,

and not in the best state of repair making air travel the most convenient means of getting around the country.

The general standard of the domestic airports is very basic, with several unable to support e-ticketing due to regular power cuts. A number lack runway lighting, limiting operations to daytime flights, while others cannot accommodate jet-powered aircraft. Nevertheless, currently seven domestic airlines operate. Myanmar Airlines International (MAI) is the national carrier, operating a fleet of five Airbus A320 Family aircraft from Yangon, while Air Mandalay and Air Bagan are the main domestic carriers, each flying to around ten domestic destinations with a fleet of less than ten aircraft each. There are also some smaller domestic operators, including Myanmar Airways, Yangon Airways and two privately-owned start-up carriers – Air Kanbawza (Air KBZ) and Asian Wings.

Although MAI operates A320s, the most widely used aircraft on internal flights is the turboprop ATR 72, which can carry up to 78 passengers in a single-class configuration. **Nicholas Hoenich**



Airbus A320-214, XY-AGO (c/n 0973), of Myanmar Airlines International (MAI) was acquired in October 2012.



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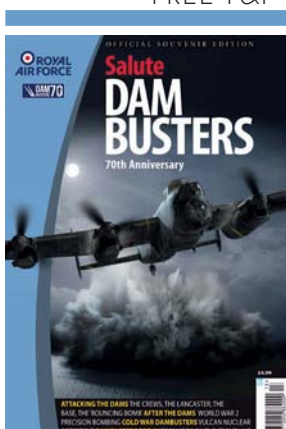


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Reports and details of recent incidents.

Superjet Belly Lands

One of Sukhoi's Superjet 100 trials aircraft, (RA-) 97005 (c/n 95005), landed with its undercarriage retracted at Reykjavik International Airport, Iceland on July 21. According to a company statement: "At the final stage of test flights to evaluate the Superjet's performance of its automatic landing system to execute a CAT III A approach with strong crosswind conditions as well as simulating a landing with a single engine failure. Despite initiating a go around [and selecting gear up] the aircraft has touched the runway with its landing gear retracted." There has been no restrictions placed on the use of the aircraft with operators. (Photo Sukhoi)



Icing Blamed for UTair Crash

Russia's Interstate Aviation Committee (IAC) has blamed a lack of efficient de-icing procedures by the carrier for the crash of an UTair ATR 72-200 in April 2012. According to an IAC statement, de-icing procedures were rejected by the crew before the flight. However, the committee concluded there were snow and ice sediments on the aircraft's surfaces, which led to a deterioration of aerodynamic characteristics resulting in the crash.

Southwest Incident

The National Transportation Safety Board (NTSB) said the nose undercarriage of a Southwest Airlines' Boeing 737 collapsed backwards into the body of the aircraft following a hard landing at New York's

LaGuardia Airport on July 22. The agency said on its Twitter feed that the aircraft skidded 2,175ft (1,577m) before stopping at the edge of the runway. There were no major injuries to the passengers or crew.

Dreamliner Fire

A Boeing 787 Dreamliner of Ethiopian Airlines caught fire in the upper rear fuselage area while parked at London/Heathrow on July 12.

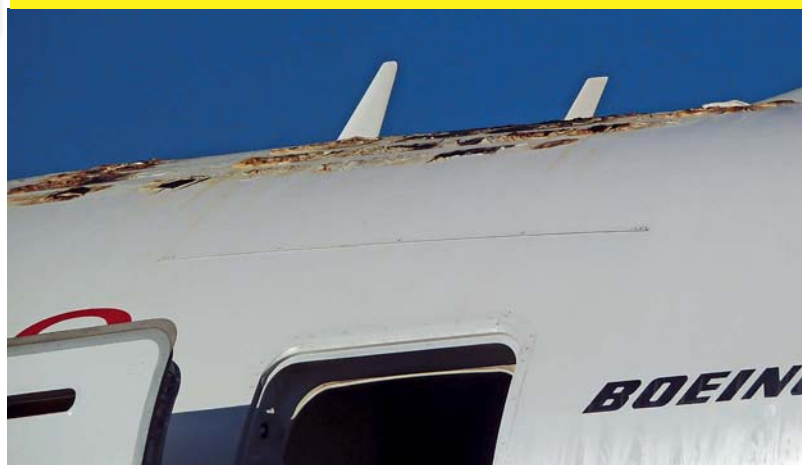
An initial report by the UK's Air Accidents Investigation Branch (AAIB) stated that the aircraft had suffered "extensive heat damage" to its upper rear fuselage, including "significant" damage to its insulation and composite structure. It has recommended that the Honeywell Emergency Locator Transmitter (ELT) on all in-service Boeing 787s is temporarily made "inert" as the fire damage coincided with the location of the ELT and related wiring.

"There are no other aircraft systems in this vicinity which, with the aircraft unpowered, contain stored energy capable of ini-

tiating a fire in the area of heat damage," the bulletin stated.

Over 6,000 ELTs of this design have been fitted to a wide range of aircraft and the AAIB said this was the "only significant thermal event" to date, making it "extremely rare. It is recommended that the Federal Aviation Administration [FAA] initiates action for making inert the Honeywell International RESCU406AFN fixed emergency locator transmitter system in Boeing 787 aircraft until appropriate airworthiness actions can be completed."

Thomson Airways of the UK and low-cost carrier Norwegian have removed the ELTs from their 787s, although Japan Airlines has simply inspected the units and continued flying. (Photo Ian Black)



DATE	REG'N	C/N	TYPE	OWNER	FATALITIES	LOCATION	NOTES
Jun 25	HI-892	52078	Pa-31-350	Private	2	Haiti	Crashed into mountain
Jun 25	n/k	n/k	Mil Mi-17	Indian Air Force	20	India	Crashed on flood relief mission
Jun 25	N92JR	BB-751	B200 King Air	Tennair	-	USA	Crash landed on motorway
Jun 28	RF-00408	n/k	An-2	Russian Air Force	-	Russia	Crash landed in forest
Jun 28	UP-A0190	n/k	An-2	Asia Continental Avialines	1	Kazakhstan	Crashed on crop-spraying mission
Jun 29	ZS-NVB	479	Emb 110	Batair Cargo	2	Botswana	Crashed on approach
Jun 30	n/k	n/k	Mil Mi-8	Syrian Army	10	Syria	Shot down by rebels
Jul 2	RA-22657	n/k	Mil Mi-8T	Polyarnye Avialinii	24	Russia	Destroyed after hard landing
Jul 3	N1837M	22388	C-46F Commando	Everts Air Cargo	-	USA	Right main undercarriage collapse on landing
Jul 3	C-FIZU	2076	CL-215	Newfoundland Government	-	Canada	Sunk on water scoop landing
Jul 6	HL7742	29171	B777-28EER	Asiana	2	USA	Undershot runway on landing
Jul 7	N93PC	280	DHC-3T Turbo Otter	Rediske Air	10	USA	Crashed on take off
Jul 12	ET-AOP	34744	787-8	Ethiopian Airlines	-	UK	Ground fire while parked
Jul 14	RA-25607	99150610	Mil Mi-8	Gazpromavia	-	Russia	Hard landing shortly after take off
Jul 15	UP-A0126	n/k	An-2	Astana Flown Spur	-	Kazakhstan	Crashed on crop-spraying mission
Jul 15	8R-AMS	n/k	Ce 208B	Air Services	-	Guyana	Crashed into forest
Jul 19	HP-1338MF	818	BN-2A	My Fly Corp	-	Panama	Forced landing after engine failure
Jul 21	97005	95005	Superjet 100	Sukhoi	-	Iceland	Landed with gear retracted
Jul 21	UR-ART	1G234-55	An-2	Albatross Avia	-	Ukraine	Damaged after forced landing
Jul 22	N753SW	29848	737-7H4	Southwest Airlines	-	USA	Nosewheel retracted rearwards on landing
Jul 24	N4787C	1330	DHC-2 Beaver	Promech Air	-	USA	Impacted trees during forced landing

Asiana 777 Lands Short

The vast majority of the passengers and crew of an Asiana Airlines Boeing 777-200ER, HL7742 (c/n 29171), escaped unhurt after the aircraft crashed on short (overwater) finals to San Francisco International Airport on July 6.

"At about 500 feet, [the commanding pilot] realised they were low," US National Transportation Safety Board (NTSB) Chairman Deborah Hersman said at a news conference. However, the aircraft struck the sea wall short of the runway losing its tail section and rose to a 30 degree angle before settling on the runway. Three people died in the accident while most of the passengers and crew were able to simply walk away from the wreckage.

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"... and where does the coffee come out?"
(J C Strangward)

"Okay, so how do we get in?"
(Matthew Piprari)

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(Photo: Monarch Airlines)

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Craig West travels to Bangkok to examine how the Thai operator is planning to become one of the leading full-service charter carriers in Southeast Asia.

Even the most ardent observer of the airline industry can be forgiven for having never heard of Jet Asia Airways (JAA); in fact, the Bangkok-based airline is still relatively unknown even in its native Thailand. However, this is a situation that the carrier is working hard to address as it launches its first scheduled services to China.

Why Thailand?

JAA was formed in December 2009 as a specialist medium-to long-haul charter, ad hoc and aircraft, crew, maintenance and insurance (ACMI) lease provider. It received its Air Operator's Certificate (AOC) from the Department of Civil Aviation of Thailand in October 2010 and flew its first service, from Bangkok's Don Muang International Airport to Penang in northwest Malaysia, the following September.

"Thailand is a great place to do

business and it's getting better," JAA's President Jacob Saba told *Airliner World*. The country is considered to be one of the more developed markets in the region but, according to Saba, it still has a lot of room to grow. The Bangkok Metropolitan Region alone has a population in excess of 14.5 million,

JAA selected the wide-body Boeing 767 as its mount and currently operates five series -200 examples (with the sixth, a series -300, due imminently). (JAA)

while the capital itself has become a haven for international investors. Speaking from the carrier's headquarters, an office block in downtown Bangkok shared with the likes of internet firm Google, Saba added: "The US and Europe are already saturated with airlines, while the level of bureaucracy in Africa means

Jet Asia



JAA's fleet of Boeing 767s is well utilised, particularly during the peak season in January and February where they each average up to 17 hours per day and accumulate 350 flying hours per month.

(All images Key – Craig West unless stated)

the heart of it.

"Unlike many of our competitors, we aren't state funded and did not start with a huge pot of cash, so we simply tried something new and watched how it played out," Saba explained. It's a strategy that appears to be working well – JAA's business plan is to 'sell lift' to third party customers – providing aircraft via wet-lease for use on charter flights. In particular, the carrier is satisfying the emerging group tour market, which accounts for a large proportion of those visiting Thailand from neighbouring countries such as China, Japan and >>



Forging Ahead

it can be a difficult place to do business. However, Southeast Asia is very open and is enjoying very strong growth in air travel. The future for both Thailand and for Bangkok is bright; everyone wants to come here. It's very much a microcosm for Asia as a whole and growth rates have been explosive – we want to be at

"DESPITE ITS HUMBLE BEGINNINGS, SABA AND HIS TEAM HAVE PLANNED AN AGGRESSIVE EXPANSION PROGRAMME..."



South Korea.

"It's very difficult to sell point-to-point flights in our own right, especially as we're a relatively unknown airline, so we select regional partners who know the local market," Saba remarked.

The development of these alliances is a key element of JAA's strategy, and one from which the carrier has reaped benefits. During 2012, it operated a series of flights to Tokyo/Narita in co-operation with Japanese tour operator HIS Group (since restarted on July 19) and is now providing assistance (and an aircraft) as the firm launches its own in-house airline.

The story is similar in China where JAA has entered an exclusive partnership with the state-owned China International Travel Service (CITS), the largest tour operator in the country. Saba was very frank about the arrangement, noting that JAA was "standing on the shoulders of giants". However, these alliances have enabled the carrier to build an excellent reputation without having to invest heavily on branding, promotions and route development. The partnership with CITS has grown from two, one-off charter flights to almost 30 links per week between Bangkok and Phuket to cities such as Tianjin, Nanking, Shenyang, Harbin, Chongqing and Changsha. In fact, the airline has carried more than 250,000 passengers in China along without actually selling any tickets.

Where it is fundamentally different from its rivals is its marketing strategy, with JAA General Manager Juan Martell

Since it began operations in 2010, JAA has based its fleet at Thailand's main international air hub at Bangkok/Suvarnabhumi.

Below and Bottom • The Boeing 767s operated by JAA were acquired second-hand from a range of carriers including Air China, Air Canada, Japan Airlines and United Airlines, leading to an unusual mix of interior decor. A cabin upgrade for these aircraft is high on the Bangkok-based carrier's agenda.

Below Right • Jet Asia has sourced a number of highly experienced air crew from companies such as Mexicana (including its chief pilot) and Japan Airlines with the majority of these having acquired Boeing 767 type ratings before joining the carrier. For new pilots, JAA has a minimum 5,000 flying hour requirement.



explaining: "Rather than approaching a potential partner with a route proposal, we simply offered tour operators an aircraft and a crew and we left the choice of destinations and frequencies to them. The key to our success is having a good understanding of our customers – this is why our local partners are so important."

Two Bases

Since it began operations in 2010, JAA has based its fleet at Thailand's main international air hub at Bangkok/

Suvarnabhumi. For Saba, this decision was simple: "We were offered incentives to relocate to nearby Bangkok/Don Mueang [a predominantly domestic and low-cost facility] but we considered it more beneficial to stay at Suvarnabhumi. We have the prestige of flying from the capital's main hub, we have better options for connectivity and it is better for our own corporate image."

While Suvarnabhumi is Thailand's largest and busiest airport, Saba noted that the facility has more than ample

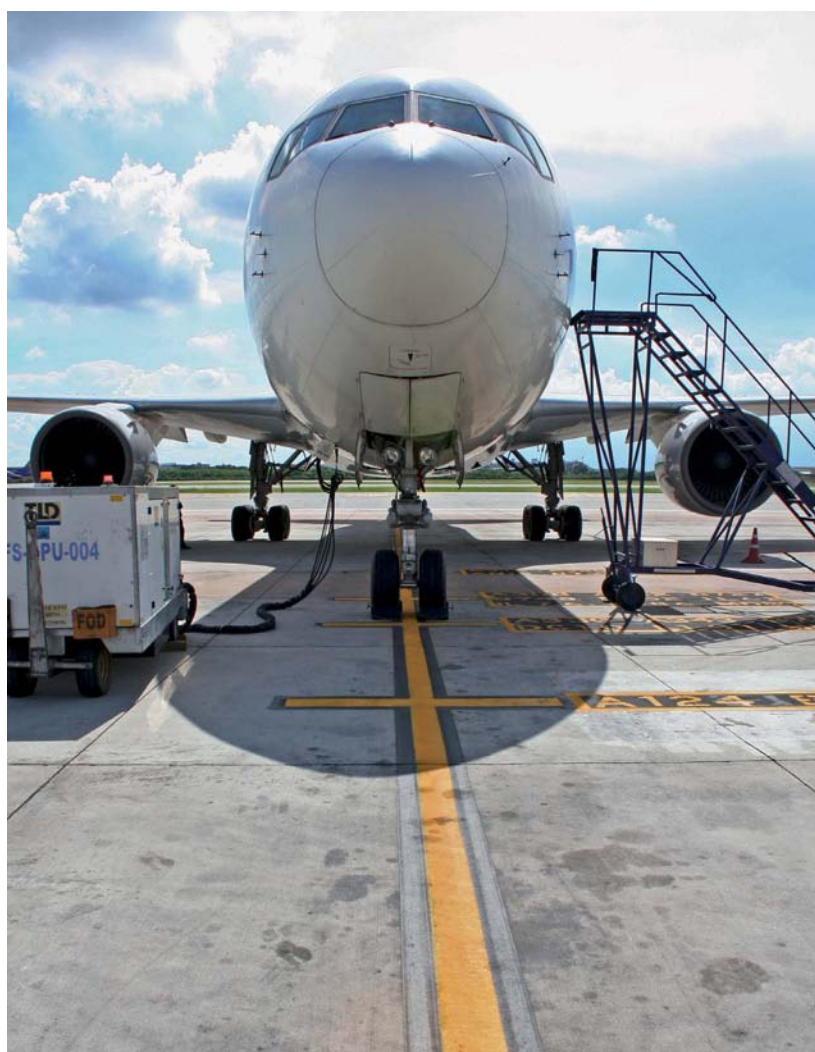
capacity to host JAA's ambitious plans. However, the same can not be said for the popular tourist resort of Phuket and its airport, which handled a record 9.5 million passengers during 2012. The facility, from which JAA flies the majority of its services, is now undergoing a \$188 million expansion programme which will include an extension to the terminal building,

new aircraft parking and other airfield improvements. The project, due for completion by 2015, will provide much needed additional capacity and should help to alleviate some of JAA's logistical issues. Chief among these is the shortage of ramp space which has limited aircraft turnarounds to a maximum of six hours leading the carrier to ferry empty jets back and forth to Bangkok.

A Developing Market

For JAA business is very much inbound rather than outbound with the Bangkok-based carrier being something of an unknown quantity in Thailand. However, Saba notes that the airline already has a foothold in its home market and that it hopes to lead the pack when the eagerly-anticipated 'Open Skies' initiative under development

JAA is currently working with the Department of Civil Aviation of Thailand to certify its iPad-based Class 1 Electronic Flight Bag (EFB). The system, which incorporates Boeing's Onboard Performance Tool – an application that enables flight crews to perform real-time calculations based on current weather and runway conditions – as well as en route and terminal charts via Jeppesen FliteDeck Pro, will be the first of its kind approved for use in the country.



“TEN THAI PILOTS HAVE RECENTLY ACQUIRED THEIR 767 TYPE-RATING IN THE US...”

by the Association of Southeast Asian Nations (ASEAN) is introduced in 2015. The move will effectively lift restrictions on flights between the participating states; Brunei, Cambodia, Indonesia, Laos, Malaysia, Myanmar, the Philippines, Singapore, Thailand and Vietnam. Saba added that although the market is still very immature, the initiative will generate a large rise in passenger and cargo traffic, particularly through Bangkok. This will be aided significantly by the expected granting of fifth freedom rights by Thailand, essentially allowing foreign airlines to carry revenue traffic from here to a third country (usually as part of a multi-stop long-haul service).

These changes will provide a much-needed boost to an air transport market which a very forthright Saba claims is “lagging behind” the likes of Europe and the Americas. “There’s no equivalent to Thomas Cook or TUI here and there hasn’t really been a leisure market >>

One challenge faced by JAA is the lack of hangar space – while all line maintenance functions are carried out in-house and are undertaken on the ramp at Suvarnabhumi, heavy maintenance is contracted to Boeing Shanghai or SD Aerospace in Singapore.

until now – the package tour revolution is only just emerging.” This is also the case for the no-frills sector, which is another relatively recent arrival.

“There were no low-cost carriers here 12 years ago, so passengers were forced to use the national airlines and, if travelling to a secondary city, had to transit via its hub.” It is here where JAA excels, opening routes to untapped markets and avoiding direct competition against more established airlines.

“All of our competitors are too busy expanding their own businesses in primary markets such as Bangkok - Beijing to worry about what we’re doing and we’re hoping to take advantage of this,” Saba said, adding that, long-term, JAA was aiming to “build enough momentum to compete head on against both established national carriers and low-cost operators.” With this in mind, JAA has geared its offering towards the top end of the market and is a full-service airline, providing passengers

with free meals, water and soft drinks, along with blankets and pillows. It is also developing its own Apple iPad-based in-flight entertainment (IFE) system which will feature JAA-specific content.

“IT’S VERY DIFFICULT TO SELL POINT-TO-POINT FLIGHTS IN OUR OWN RIGHT...”

JAA President Jacob Saba

Weathering the Storm

Despite its humble beginnings, Saba and his team have planned an aggressive expansion programme over the coming years with the carrier expecting International Civil Aviation Organisation (ICAO) certification by April 2014. It is anticipated that this will open the door for new leasing and partnership/code-share opportunities – part of JAA’s longer-term plan to improve connectivity.

“We would like to develop a hub-and-spoke network at some point in the future but we would need to secure new

partners before we could proceed,” Saba explained, highlighting the arrangement with CITS as an example of how this local knowledge has benefited the airline.

In the point-to-point sector, JAA’s

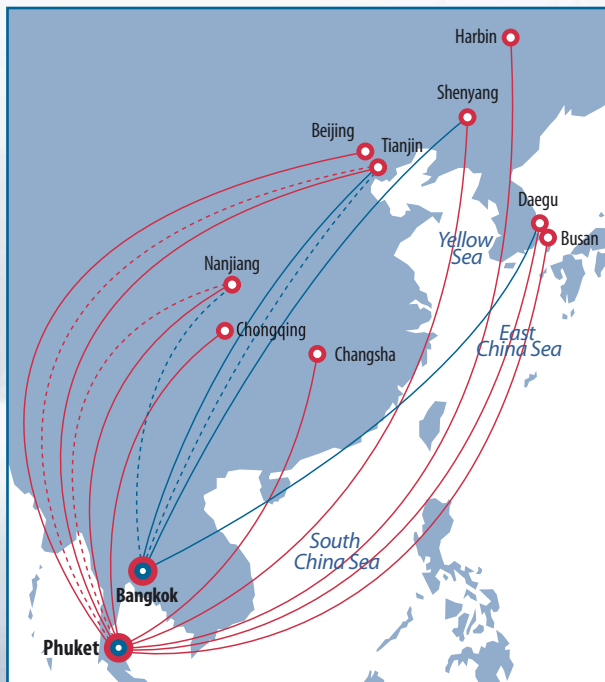
route network is very much China-centric but the airline is keen to develop many of the secondary markets which remain untapped. The carrier has also examined other destinations in the region, such as India, which it dismissed because of the fierce competition from local rivals, while services to Russia are under consideration. Meanwhile, JAA is confident it can survive in the large but very saturated market of South Korea, to which it launched services last year.

“Under the original bilateral agreement, Thailand and South Korea each

Jet Asia’s network is very China-centric but the airline is acutely aware of the need to diversify its operations and is planning to add new routes to destinations in South Korea and Indonesia over the coming months. The solid lines indicate charter services while the broken lines are JAA’s new scheduled routes; not shown is the recently re-launched link to Tokyo/Narita, which will operate until late September.

Despite coming from a variety of different former operators, JAA’s fleet of 767s have a high level of commonality with three of the jets being powered by Pratt & Whitney PW4000s.





nominated four airlines to operate links between the two countries," Martell explained. "However, today Thailand is served by six Korean airlines including several low-cost carriers." These operators, which include Jeju Air, Eastar Jet and Jin Air, have driven down fares and are making it very difficult for full-service carriers to compete. This situation is likely to change again with the introduction of an open skies agreement and, with the expectation that some of the carriers putting pressure on fares will withdraw from the market, Martell feels that JAA is "well positioned to weather the storm and emerge successful".

The Aircraft

One of the most significant areas in which JAA differs from its rivals is in its choice of aircraft, with the Thai carrier selecting the widebody Boeing 767-200 as its mount. Saba, who has previously worked in the aircraft leasing market,

explained that the type had an attractive price on the second-hand market and an excellent reliability record. It can be flown economically on sectors ranging from 3.5 to 9 hours long, while the 7,348 mile (11,825 km) range offered by the -200ER means the aircraft can reach destinations in Japan, China and as far south as Australia.

JAA's five-strong fleet, which includes former Air China, Air Canada, Japan Airlines and United Airlines jets, is expected to swell to eight examples by the end of 2013, with the fifth aircraft >>



JET ASIA AIRWAYS - CURRENT FLEET

Reg	c/n	Model	Delivered	Previous Reg
HS-JAB	21868	767-222	25/08/2011	HS-BIA
HS-JAD	23214	767-246	12/09/2011	N768DA
HS-JAE	24324	767-233	23/01/2013	N773JM
HS-JAK	24007	767-2J6ER	04/09/2012	N984JM
HS-JAF	24325	767-233ER	02/08/2013*	N780JM



JET ASIA AIRWAYS

IATA	JF
ICAO	JAA
Callsign	Jet Asia
Founded	2009
Headquarters	Bangkok, Thailand
Website	flyjetasia.com

JAA operated its first scheduled flight from Thailand to China on July 15. It will link both Bangkok and Phuket to Tianjin and Nanjing 12 times a week using its Boeing 767-200s. (Airteamimages.com/TT)

Right • The majority of JAA's routes are operated from Phuket, though the airport is severely short of ramp space meaning that aircraft turnarounds are limited to just six hours. (JAA)

Far Right • Though still being relatively unknown, even in its native Thailand, JAA has carried more than 250,000 passengers from China alone without actually selling any tickets.

currently undergoing pre-delivery maintenance with Boeing Shanghai and the sixth - a 767-300ER - due imminently.

The fleet is well utilised, particularly during the peak season in January and February, where the aircraft fly up to 17 hours per day and accumulate 350 flying hours per month.

This high utilisation and rapid fleet expansion (JAA doubled its fleet size in just six months) is a very big undertaking for the carrier and, in particular, for its maintenance division which has increased its staffing complement by 400% since mid-2012. Director of Maintenance Jim Hanna, who has previously served with both Qantas and Ansett Australia, heads up the department and employs 65 Licensed Aircraft Engineers (LAEs), all of whom are Thai nationals. Hanna is very complimentary about the 767, noting that: "the airframe and engine combination [three examples are powered by Pratt & Whitney JT9D-714s and the fourth by PW4000s] is extremely reliable." However, one challenge faced by the team is the lack of hangar space - while all line maintenance functions are carried out in-house and are undertaken on the ramp at Suvarnabhumi, heavy

"THE AIRFRAME AND ENGINE COMBINATION IS EXTREMELY RELIABLE."

JAA Director of Maintenance Jim Hanna

maintenance is contracted to Boeing Shanghai or SD Aerospace in Singapore. Access to spares is another issue Hanna faces - 767 parts are widely available in Bangkok but this is not the case in some of the other destinations served by JAA. Furthermore, its Thai AOC requires that any repair work undertaken on its aircraft must be approved by a Thai-licensed engineer.

Despite the high dispatch rate, which





Scheduled Ops A Mountain to Climb

Jet Asia Airways operated its first scheduled flight from Thailand to China on July 15. The airline, which had made its name as a specialist medium-to long-haul ACMI charter carrier, now links both Bangkok and Phuket to Tianjin and Nanjing 12 times a week using its Boeing 767-200s.

The launch of scheduled flights has not been without its challenges with JAA Director, Stations and Ground Operations Juan Wolmarans telling *Airliner World* about some of the difficulties he is facing.

"One of the biggest issues is communications – not only is there a language barrier to contend with [with airport officials and locally-hired employees], but we even have difficulties accessing our emails [the internet is very strictly censored in China]." There are also significant logistical problems with both Chinese airports, to which JAA also operates charter services, undergoing major expansion and being unable to offer any office space.

This matter is complicated further as the scheduled flights originate in China, meaning the aircraft (one based at Tianjin and another at Nanjing) will be parked overnight. This has led JAA to establish maintenance line stations at each airport to support these operations, while spares caches have been expanded and new agreements drawn up with local maintenance, repair and overhaul (MRO) providers.

is in excess of 90%, JAA will use its recently delivered fifth 767 as an operational spare, meaning that one example will always be available on standby in the event of an Aircraft on Ground (AOG) episode – a maintenance problem serious enough to prevent an aircraft from flying. This forms part of the robust contingency plan put in place by Saba and his team after JAA suffered two separate AOG incidents during early 2013. Another element of this plan is a more proactive approach to aircraft maintenance, with Hanna having recently instigated a fleet-wide campaign to replace a hydraulic line following a failure on one of the carrier's 767s. JAA also uses tools, such as P&W's Engine Health Monitoring programme and Boeing's Fleet Team Digest, to identify trends and anticipate maintenance issues before they impact operations.

Meanwhile, the airline is also at the cutting-edge of paperless flight deck technology and is working with the Department of Civil Aviation of Thailand to certify its iPad-based Class 1 Electronic Flight Bag (EFB). The system, which incorporates Boeing's Onboard Performance Tool – an application that enables flight crews to perform real-time calculations based on current



flight crews, which include a mix of former Japan Airlines and Mexicana pilots (including the Chief Pilot). These are supplemented by personnel from countries such as Russia, Serbia and Spain, many of whom held type ratings for the 767 before joining JAA (the carrier has a minimum 5,000 flying hour requirement for new entrants). The airline offers a range of incentives, such as competitive salaries and housing allowances, to encourage experienced staff to relocate. This has led to JAA having a truly international workforce – both Saba and Martell are from the US, Hanna is Australian and JAA Director, Stations and Ground Operations Juan Wolmarans served in a variety of countries during stints with South African Airways and the United Nations amongst others.

A large percentage of JAA's 400 employees are Thai nationals and the carrier invests heavily in developing local talent; ten pilots have recently acquired their 767 type-rating in the US with Delta Air Lines and the Aerosim Flight Academy, which undertakes all of JAA's flight training. Meanwhile, the carrier will also upgrade its original batch of First Officers to Captains later this year.

A Bright Future

Despite its relative anonymity, JAA has been quite successful since its inception in 2009 and now harbours even more ambitious plans for the future. Dubai-based Emirates Airline is one of Saba's greatest inspirations: "We have big dreams and goals and we don't want to be a five-aircraft airline. Ideally, we're hoping to have eight jets by the end of this year and 12 by the end of 2014."

He added that he wasn't worried about



increasing competition in the region: "We aspire to be the best airline in the world and we're constantly striving to improve." Saba explained that despite its aspirations, JAA would stick to its business plan and would "grow within its means," but noted that the last few years had been "a huge learning experience".

Ahead of this planned expansion, the carrier is increasing its presence at Suvarnabhumi and is in the process of relocating some of its frontline staff, including ground operations, station managers and the chief pilot, to a new facility in Concourse A. It has also acquired office space in Phuket with renovations expected to include a briefing area and a lounge for crews.

JAA's network focuses predominantly on China but the airline is acutely aware of the need to diversify its operations and is planning to add new routes to destinations in South Korea and Indonesia over the coming months. Saba has also reiterated his intentions

Since its formation in December 2009, JAA has grown significantly and its workforce – a large percentage of which are Thai nationals – has swollen to more than 400. This includes pilots and cabin crew, administrative and operations staff as well as 65 Licensed Aircraft Engineers (LAEs). (JAA)

to return to the Middle East and highlighted the carrier's strong links with the region – it started out flying charters on behalf of high-profile customers, including the Qatari Royal Family.

Despite having recently launched new scheduled services (see panel), the Bangkok-based carrier will, according to Saba, focus primarily on "serving untapped secondary markets and providing lift to our partners."

There is little doubt that the air transport sector in Southeast Asia is not as developed as that of Europe and the US. However, with the much-anticipated ASEAN open skies agreement set to change the complexion of the market, JAA hopes that its adaptability and versatility will help it establish itself as one of the region's leading full-service charter carriers. **AWA**

Despite its foray into scheduled air services, Saba said JAA's priority for the immediate future will be on "serving untapped secondary markets and providing lift to our partners."

Airliner World would like to thank Jet Asia Airways and, in particular, to Jacob Saba, Juan Martell, Benicio Mendez, Supanan Lertmanorat and Saranya Poomhiran for their assistance with this article.

"WE HAVE BIG DREAMS AND GOALS AND WE DON'T WANT TO BE A FIVE-AIRCRAFT AIRLINE."

JAA President Jacob Saba



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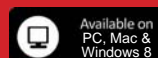
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nextmonth

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key

Acronyms and abbreviations have become an intrinsic part of business speak. In the commercial aviation business their usage has become unavoidable and in the following table we try to guide you through some of those most commonly-used examples in the pages of Airliner World. This list will be regularly updated.

AAIB	Air Accidents Investigation Branch (UK)
ACAS	Airborne Collision-Avoidance System
ADR	Accident Data Recorder
ALPA	Air Line Pilots Association (US)
ANS	Airborne Navigation System
APU	Auxiliary Power Unit
ATC	Air Traffic Control
ATP	Advanced Turbo-Prop (BAe)
ATS	Air Traffic Service
BAe	British Aerospace (now renamed BAE Systems)
CAA	Civil Aviation Authority (UK)
CDA	Continuous Descent Approach
CEO	Chief Executive Officer
CIS	Commonwealth of Independent States (formerly Soviet Union)
c/n	Construction number
combi	Aircraft that routinely carry passengers and cargo on the main deck at the same time
CVR	Cockpit Voice Recorder
dB	Decibel
DFT	Department for Transport (UK)
DME	Distance-Measuring Equipment
EADS	European Aeronautic Defence and Space Company
EASA	European Aviation Safety Agency
ERAA	European Regions Airline Association
EROPS	Extended-Range OperationS

ETOPS	Extended-range Twin-engine OperationS
FAA	Federal Aviation Administration (US)
FAI	Fédération Aéronautique Internationale (France)
FAR	Federal Aviation Regulations (US)
FBO	Fixed Base Operator
FDR	Flight Data Recorder
FL	Flight Level (usually expressed in hundreds of feet)
FOD	Foreign Object Damage
GA	General Aviation
GAPAN	Guild of Air Pilots And Navigators (UK)
GDP	Gross Domestic Product
GE	General Electric
GECAS	GE Capital Aviation Services
GMT	Greenwich Mean Time
GNS	Global Navigation System
GPS	Global Positioning System
GPU	Ground Power Unit
IACA	International Air Carrier Association
IAP	International Airport
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IFALPA	International Federation of Air Line Pilots Associations
IFR	Instrument Flight Rules
ILFC	International Lease Finance Corporation
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
INS	Inertial Navigation System
JAA	Joint Aviation Authorities (European)
LCC	Low-Cost Carrier
LCD	Liquid Crystal Display

LED	Light-Emitting Diode
localiser	Steering guidance element of an ILS system
LORAN	Long Range Aid to Navigation
MD	Managing Director
MLS	Microwave Landing System
MLW	Maximum Landing Weight
MoD	Ministry of Defence (UK)
MoU	Memorandum of Understanding
MRO	Maintenance, Repair and Overhaul
MTOW	Maximum Take-Off Weight
NASA	National Aeronautics and Space Administration (US)
NATO	North Atlantic Treaty Organization
NBAA	National Business Aircraft Association (US)
OFT	Office of Fair Trading (UK)
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
pax	Passenger
P&W	Pratt & Whitney
PPL	Private Pilot's Licence
PR	Public Relations
RP	Request for Proposals
RVR	Runway Visual Range
SARS	Severe Acute Respiratory Syndrome
SID	Standard Instrument Departure
STAR	Standard Terminal Arrival Route
STOL	Short Take-Off & Landing
TCAS	Traffic alert and Collision-Avoidance System
TWR	Tower — airport control tower
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
VOR	VHF omni-directional range (radio beacons)

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Airliner
World

Global AIRLINE Guide 2013

PART **ONE**

ANALYSING MARKET TRENDS
- Airline Traffic,
Financial Results, Alliances,
Aircraft Orders and
Deliveries.

Data source:

CAPA - Centre for Aviation
www.centreforaviation.com

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1,900 carriers from over **200** countries

KEY
PUBLISHING

Code	Country Decode
3A	Monaco
3B	Mauritius
3C	Equatorial Guinea
3D	Swaziland
3X	Guinea
4K	Azerbaijan
4L	Georgia
4O	Montenegro
4R	Sri Lanka
4U	United Nations
4W	East Timor
4X	Israel
5A	Libya
5B	Cyprus
5H	Tanzania
5N	Nigeria
5R	Madagascar
5T	Mauritania
5U	Niger
5V	Togo
5W	Samoa
5X	Uganda
5Y	Kenya
6O	Somalia
6V	Senegal
6Y	Jamaica
7O	Yemen Republic
7P	Lesotho
7Q	Malawi
7T	Algeria
8P	Barbados
8Q	Maldives
8R	Guyana
9A	Croatia
9G	Ghana
9H	Malta
9J	Zambia
9K	Kuwait
9L	Sierra Leone
9M	Malaysia
9N	Nepal
9Q	Congo Democratic Republic of)
9U	Burundi
9V	Singapore
9XR	Rwanda
9Y	Trinidad & Tobago
A2	Botswana
A3	Tonga
A4O	Oman
A5	Bhutan
A6	United Arab Emirates
A7	Qatar
A8	Liberia
A9C	Bahrain
AP	Pakistan
B	China
B	China/Taiwan
B-H/K	China/Hong Kong

Code	Country Decode
B-M	China/Macau
C	Canada
C2	Nauru
C3	Andorra
C5	Gambia
C6	Bahamas
C9	Mozambique
CC	Chile
CN	Morocco
CP	Bolivia
CS	Portugal
CU	Cuba
CX	Uruguay
D	Germany
D2	Angola
D4	Cape Verde Islands
D6	Comoros
DQ	Fiji
E3	Eritrea
E5	Cook Islands
E7	Bosnia and Herzegovina
EC	Spain
EI	Ireland
EK	Armenia
EP	Iran
ER	Moldova
ES	Estonia
ET	Ethiopia
EW	Belarus
EX	Kyrgyzstan
EY	Tajikistan
EZ	Turkmenistan
F	France
F-O	French Guyana
F-O	Guadeloupe & Saint Barthélemy
F-O	Guyane
F-O	Martinique
F-O	Mayotte
F-O	New Caledonia
F-O	Polynesia
F-O	Saint Pierre & Miquelon
F-O	Wallis & Futuna
F-OD	Reunion
F-OG	French West Indies
F-OH	Tahiti
G	United Kingdom
H4	Solomon Islands
HA	Hungary
HB	Liechtenstein
HB	Switzerland
HC	Ecuador
HH	Haiti
HI	Dominican Republic
HK	Colombia
HL	South Korea
HP	Panama
HR	Honduras
HS	Thailand

Code	Country Decode
HV	Vatican City
HZ	Saudi Arabia
I	Italy
J2	Djibouti
J3	Grenada
J5	Guinea Bissau
J6	Saint Lucia
J7	Dominica
J8	Saint Vincent and the Grenadines
JA	Japan
JU	Mongolia
JY	Jordan
LN	Norway
LV/LQ	Argentina
LX	Luxembourg
LY	Lithuania
LZ	Bulgaria
M	Isle of Man
N	Puerto Rico
N	United States of America
OB	Peru
OD	Lebanon
OE	Austria
OH	Finland
OK	Czech Republic
OM	Slovakia
OO	Belgium
OY	Denmark
OY	Faroe Islands
OY	Greenland
P	Korea (People's Democratic Republic)
P	North Korea
P2	Papua New Guinea
P4	Aruba
PH	Netherlands
PJ	Netherlands Antilles
PK	Indonesia
PP/R/T	Brazil
PZ	Surinam
RA/RF	Russia
RDPL	Laos
RP-C	Philippines
S2	Bangladesh
S5	Slovenia
S7	Seychelles
S9	São Tomé
SE	Sweden
SP	Poland
ST	Sudan
SU	Egypt
SU-Y	Palestine
SX	Greece
T2	Tuvalu Island
T3	Kiribati
T7	San Marino
T8A	Palau

Code	Country Decode
TC	Turkey
TF	Iceland
TG	Guatemala
TI	Costa Rica
TJ	Cameroon
TL	Central African Republic
TN	Congo (Republic of)
TR	Gabon
TS	Tunisia
TT	Chad
TU	Côte d'Ivoire
TU	Ivory Coast
TY	Benin
TZ	Mali
UK	Uzbekistan
UP	Kazakhstan
UR	Ukraine
V2	Antigua & Barbuda
V3	Belize
V4	Saint Kitts and Nevis
V5	Namibia
V6	Micronesia
V7	Marshall Islands
V8	Brunei
VH	Australia
VN	Vietnam
VP-A	Anguilla
VP-B/VQ-B	Bermuda
VP-C	Cayman Islands
VP-F	Falkland Islands
VP-G	Gibraltar
VP-L	British Virgin Islands
VP-M	Montserrat
VQ-H	Saint Helen/Ascension
VQ-T	Turks & Caicos
VT	India
XA/B/C	Mexico
XT	Burkina Faso
XU	Cambodia
XY	Myanmar
YA	Afghanistan
YI	Iraq
YJ	Vanuatu
YK	Syria
YL	Latvia
YN	Nicaragua
YR	Romania
YS	El Salvador
YU	Serbia
YV	Venezuela
Z	Zimbabwe
Z3	Macedonia
Z6	Kosovo (Republic of)
ZA	Albania
ZK	New Zealand
ZP	Paraguay
ZS/ZU	South Africa
	South Sudan

Aircraft	Types
Aerospatiale	Corvette
Airbus	A300, A310, A318, A319, A320, A321, A330, A340, A380, ACJ, Beluga
Antonov	An-12, An-22, An-24, An-26, An-28, An-30, An-32, An-38, An-72, An-74, An-124, An-140, An-225
ATR	ATR 42, ATR 72
Avro	RJ70, RJ85, RJ100
BAC	One-Eleven
BAe	ATP, BAe 146, Jetstream, J31, J41
Beech	B99, B100, B200, B300, B1900,
Boeing	707, 717, 727, 737, 747, 757, 767, 777, 787, BBJ
Bombardier	CRJ, Challenger
Britten Norman	BN-2A
Casa	C212, Cn-235
Cessna	Ce 208, Ce 406, Ce 500
Convair	CC-109, CV-240, CV-340, CV-580
Curtiss	C-46
Dassault	Falcon 20
de Havilland	DH114
de Havilland Canada	DHC-5, DHC-6, Dash 7, Dash 8
Dornier	Do228, 328TP, 328JET, Envoy
Douglas	DC-3T, DC-8, DC-9, DC-10
Embraer	Emb 110, Emb 120, ERJ 135, ERJ 145, E-Jet, Legacy, Lineage

Aircraft	Types
Fairchild	Merlin, Metro
Fokker	F27, F28, F50, F70, F100
GAF	Nomad
Gulfstream	Gulfstream 1, Turbine Mallard
Hawker Siddeley	HS748
IAI	IAI1124
Ilyushin	Il-18, Il-22, Il-62, Il-76, Il-86, Il-96, Il-114
Learjet	Learjet
Let	L410
Lockheed	Electra, Hercules, L1011
McDonnell Douglas	MD-11, MD-80, MD-90
Namc	YS-11
Nord	Nord 262
North American	Sabre
Pacific Aircraft	PAC750
Piaggio	Avanti
Piper	Pa-31T, Pa-42
Saab	Sf340, S2000
Short	Belfast, SD 330, SD 360, Skyvan
Sukhoi	SSJ
Transall	C160
Tupolev	Tu-134, Tu-154, Tu-204, Tu-214
Xian	MA60
Yakovlev	Yak-40, Yak-42
Yunshuji	Y-7 (Includes MA60s), Y-8, Y-12

IDENTIFYING

the country of origin of an airline is made easier by the code system imposed by International Civil Aviation Organization (ICAO) – although country codes can be confusing as (for political and leasing reasons) aircraft often retain their country of registration, rather than their country of employment.

Airliner World presents a concise reference source detailing world airlines listed in alphabetical order of countries. To help find a particular carrier, the list on page 2 shows the ICAO code for the country – this is the code letter that is used in the registration of aircraft – listed in alphabetical order of prefix.

Each country entry then lists the airlines (passenger and freight) along with, where applicable, their International Air Transport Association (IATA) two-letter designators and ICAO three-letter designators. Not all 'air operators' are included in the list. Exceptions include government organisations and those whose prime functions are non-commercial. Furthermore, a huge number of 'air taxi' type operations have also been omitted, although some examples, using larger capacity aircraft have been included. Fleet details give types that fulfil a 5-8 passenger+ criterion, although some smaller aircraft have been included for completeness.

Airliner World runs regular airline surveys and detailed features on individual airlines and these will include detailed fleet listings – one of the best ways of staying current is to amend your copy of this guide using the information contained within the magazine.



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THE DATA

summarises the fleet of a particular airline and is correct at the beginning of July 2013. It includes both in-service and parked aircraft, although changes will have inevitably occurred between data extract and publication. Aircraft on wet-lease or ACMI contracts are listed with the company for which they are flown, rather than the lessor.



Name	IATA	ICAO	Model and Count
Afghanistan YA			
Ariana Afghan Airlines	FG	AFG	727 (5) 737 (1) A310 (4)
East Horizon Airlines	EA	EHN	C212 (4)
Kabul Air		KBL	An-26 (1)
Kam Air	RQ	KMF	747 (1) 767 (1) A320 (1) An-24 (1) An-26 (1) MD-80 (3)
Pamir Airways	PM	PIR	An-24 (3)
Safi Airways	4Q	SFW	757 (1) 767 (1) A320 (2)
Albania ZA			
Belle Air	LZ	LBY	A320 (4) ATR 72 (2)
Star Airways	4S	STM	Emb 110 (1)
Algeria 7T			
Air Algerie	AH	DAH	737 (22) 767 (3) A330 (5) ATR 72 (12) B100 (2) B1900 (1) Hercules (1)
Star Aviation			737 (1)
Tassili Airlines	SF	DTH	737 (4) B1900 (2) Ce 208 (3) Dash 8 (8) PC-6 (4)
Angola D2			
Air 26		DCD	Emb 120 (7)
Airjet Exploracao Aerea		MBC	Emb 120 (5) L410 (1)
ALADA		RAD	An-32 (3) Il-18 (2)
Angola Air Charter		AGO	An-12 (1) Emb 120 (1)
Diexim Expresso			ERJ 145 (1)
Etram Air Wing		ETM	An-32 (1)
Gira Globo Ltda Aeronautica		GGL	An-32 (1)
SonAir		SOR	F50 (1) 737 (2) B1900 (11) DHC-6 (9)
TAAG	DT	DTA	737 (8) 777 (5)
TransAfrik		TFK	727 (3) Hercules (5)
Unknown (Angola)			Emb 120 (1)
Unknown (Angola)			ERJ 145 (1)
Antigua and Barbuda V2			
LIAT	LI	LIA	ATR 72 (1) Dash 8 (16)
Argentina LV			
Aerolineas Argentinas	AR	ARG	737 (26) A340 (11) MD-80 (1)
Andes Lineas Aereas	OY	ANS	MD-80 (7)
Argentine Army			DHC-6 (2)
Austral	AU	AUT	E-Jet (20)
HawkAir		HKR	Merlin (1) Metro (1)
LADE	SU	LDE	DHC-6 (7) F28 (1) Yak-40 (1)
LAN Argentina	4M	DSM	767 (2) A320 (11)
Lineas Aereas del Sur			737 (1)
Macair Jet	VM	MCJ	J31 (5)
SOL	8R	OLS	Sf340 (5)
TAPSA - Transportes Aereos Petroleros		TPS	DHC-6 (1)
Armenia EK			
Air Armenia	QN	ARR	An-12 (3) An-26 (1) An-32 (1) Il-76 (1)
Ark Airways		ARQ	Il-76 (2)
Ayk Avia		AYK	An-28 (1) An-32 (2) An-72 (3) Il-76 (1)
Phoenix Avia		PHY	Il-76 (2)
Skiva Air		KIR	Il-76 (1)
South Airlines		STH	An-24 (3) An-26 (3) An-72 (1) Il-76 (2)
Taron Avia		TRV	An-12 (3)
Vertir Airlines		VRZ	747 (1)



Name	IATA	ICAO	Model and Count
Aruba P4			
Aerocaribe Coro		AOB	L410 (1)
Aruba Airlines		ARU	A320 (1)
InselAir Aruba			Dash 8 (1) F50 (3) MD-80 (1)
Tiara Air	3P	TIA	737 (1) SD 360 (2)
Australia VH			
Ad Astral Aviation Services Pty Ltd			B1900 (4)
Air Link [Australia]	DR		B1900 (1)
Air South Charter			B1900 (2) B200 (1) Emb 110 (1)
Airlines of Tasmania		ATM	BN-2A (2)
Airlink - Cobham Aviation Services	NC	QLK	717 (13) Dash 8 (1) F100 (1)
Airmorth	TL	ANO	Emb 120 (4) E-Jet (4) Metro (3)
Alliance Airlines	QQ	UTY	F28 (7) F50 (7) F100 (16)
Australian Air Express	XM	XME	737 (4) BAe 146 (3)
Brindabella Airlines	FQ		J31 (2) J41 (2) Metro (5)
Chartair			Ce 208 (3)
Complete Aviation Services			Metro (4)
Eastern Australia Airlines		EAQ	Dash 8 (21)
Heavylift Cargo Airlines [Australia]	HN	HVY	727 (1) Belfast (1)
Hinterland Aviation		HND	Ce 208 (6)
IAP Group Australia Pty Ltd			J31 (1) Metro (2)
JetGo Australia			ERJ 145 (3)
Jetstar Airways	JQ	JST	A320 (59) A330 (10)
Karratha Flying Services			DHC-6 (1)
National Jet Express	JTE		BAe 146 (13)
Network Aviation Australia			Emb 120 (2) F100 (7)
Norfolk Air	N5		B1900 (1) C212 (3)
Pel-Air		QWA	B200 (4) Emb 120 (1) IAI1124 (4) Learjet (4) Sf340 (4)
Pionair Australia			BAe 146 (1)
Qantas Airways	QF	QFA	737 (72) 747 (19) 767 (21) A330 (20) A380 (12)
Regional Express	ZL	RXA	Sf340 (47)
Royal Australian Air Force			A330 (5)
Sharp Airlines			Metro (6)
Skippers Aviation	JW	WQ8	Dash 8 (10) Emb 120 (6) Metro (5)
Skytraders		SND	A320 (2) C212 (1)
Skytrans	Q6	SKP	Dash 8 (14)
Sunstate Airlines		SSQ	Dash 8 (28)
Tigerair Australia	TT	TGW	A320 (11)
Toll Aviation		JCC	ATR 42 (2) Metro (11)





Name	IATA	ICAO	Model and Count
Unknown (Australia)			BAe 146 (1)
Unknown (Australia)			SF340 (1)
Vincent Aviation Australia	BF	VIN	B1900 (5) SF340 (2)
Virgin Australia	VA	VAU	737 (72) 777 (5) A320 (2) A330 (6) ATR 72 (12) E-Jet (17) F50 (8) F100 (10)
Voyageur Airways	VC	VAL	B100 (2) CRJ (1)
West Wing Aviation Pty Ltd			Ce 208 (1)

Austria OE

Air Alps Aviation	A6	LPV	328TP (2)
Austrian Airlines	OS	AUA	767 (6) 777 (4) A320 (28)
InterSky	3L	ISK	ATR 72 (3) Dash 8 (3)
NIKI	HG	NLY	A320 (20) E-Jet (4)
Peoples Vienna Line	PE		Ce 208 (3) DC-4 (1)
Tyrolean Airways	VO	TYR	Dash 8 (12) F28 (9) F100 (15)
Tyrolean Jet Service		TJS	A320 (1)
Welcome Air	2W	WLC	328TP (2)

Azerbaijan 4K

Azerbaijan Airlines AZAL	J2	AHY	757 (4) 767 (2) A320 (10) A340 (2) Tu-154 (1)
Azerbaijan Airlines/AZAL Avia Cargo		AHC	An-26 (1) Il-76 (2)
IMAIR Airline	IK	ITX	Tu-154 (1)
Silk Way Airlines	ZP	AZQ	747 (3) 767 (2) An-12 (2) Il-76 (8)
Sky Wind			Il-76 (1)
SW Business Aviation			727 (1)
Turan Air	3T	URN	Tu-154 (2)

Bahamas C6

Bahamasair	UP	BHS	737 (4) Dash 8 (5)
Cat Island Air		CIS	Emb 110 (2)
Pineapple Air		PNP	B99 91) B1900 (3)
Regional Air		RGB	Ce 208 (1)
SkyBahamas	Q7	SBM	B1900 (1) SF340 (2)
Southern Air	PL		B100 (1) B1900 (2)
Unknown (Bahamas)			Emb 110 (1)
Western Air		WST	Metro (6) SF340 (5)

Bahrain A9C

DHL International Aviation ME	ES	DHX	757 (3) Metro (1)
Gulf Air	GF	GFA	A320 (20) A330 (6) A340 (4) E-Jet (2)
Mena Aerospace Cargo		MEN	737 (2)

Bangladesh S2

Biman Bangladesh Airlines	BG	BBC	737 (2) 747 (1) 777 (2) A310 (2) DC-10 (4) F28 (2)
Bismillah Airlines	SZ	BML	H5748 (2)
NovoAir			ERJ 145 (2)
Regent Airways	RX		Dash 8 (2)
Royal Bengal Airways	4A	RRY	An-26 (1) An-28 (1) Dash 8 (1)
Sky Capital Airlines			L1011 (1)
United Airways Bangladesh	4H	UBD	A310 (2) ATR 72 (2) Dash 8 (2) MD-80 (3)

Name	IATA	ICAO	Model and Count
Voyager Airlines	V6	VOG	F27 (1)

Belarus EW

Belavia	B2	BRU	737 (12) CRJ (4) E-Jet (2) Tu-154 (2)
Genex		GNX	An-26 (2)
Gomelavia		GOM	An-12 (1) An-24 (2)
Grodno Aviakompania		GRX	An-72 (1)
Rubystar		RSB	An-12 (1) An-24 (1) Il-76 (1)
TransAVIAexport Airlines	AL	TXC	Il-76 (7)

Belgium 00

Air Service Liege		XXX	B200 (1) B1900 (1)
Brussels Airlines	SN	BEL	A320 (19) A330 (7) BAe 146 (13) Dash 8 (5)
Jetairfly	TB	JAF	737 (17) 767 (2) E-Jet (2)
Sky Service		SKS	B200 (1)
Thomas Cook Airlines Belgium			A320 (5)
TNT Airways	3V	TAY	737 (12) 747 (2) 757 (1) 777 (3) A300 (1) BAe 146 (8)
TNT Express Worldwide		NTR	BAe 146 (6)

Belize V3

Maya Island Air	MY	MYD	BN-2A (2) Ce 208 (8)
Tropic Air	9N	TOS	Ce 208 (8)
Tropic Airlines		TPQ	Ce 208 (2)

Benin TY

Cotair [Benin]		COB	L410 (1)
Royal Air [Benin]		BNR	L1011 (3)
Westair Benin	WH		737 (1)

Bhutan A5

Druk Air	KB	DRK	A320 (3) ATR 42 (1)
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Bolivia CP

Aerocon	A4	AEK	Do228 (1) L410 (1) Metro (6)
Aeroeste		ROE	B1900 (1) L410 (3)
Aerosur	5L	RSU	Metro (1)
Amazonas	Z8	AZN	CRJ (3) Metro (1)
Boliviana de Aviación	OB	BOV	737 (10) 767 (1)
Lineas Aereas Canedo		LCN	C-46 (1)
North East Bolivian Airways		NBA	C-46 (1)





Name	IATA	ICAO	Model and Count
TAB Airlines		BOL	Hercules (1)
TAM Bolivia			BAe 146 (1) Y-7 (1)
Transporte Aereo Militar			727 (1) 737 (2)
Bosnia and Herzegovina E7			
Icar Airlines	C3	IPR	L410 (1)
Skybosnia			A320 (1)
Botswana A2			
Air Botswana	BP	BOT	ATR 42 (3) ATR 72 (2) BAe 146 (3)
BlueSky Airways			737 (1)
Sefofane Air Charters		SFE	Ce 208 (11)
Brazil PP/PR/PT			
Abaete Linhas Aereas		ABJ	Emb 110 (5)
ABSA Cargo Airline	M3	TUS	767 (4)
Air Brasil Linhas Aereas		BSL	727 (2)
Air Minas	6M	AMG	BN-2A (2) Emb 120 (5)
Avianca Brazil	06	ONE	A320 (22) Emb 120 (3) F100 (13)
Azul	AD	AZU	ATR 72 (24) E-Jet (53)
Beta Cargo		BET	DC-8 (1)
Brava	NT	NHG	L410 (6)
GENSA		GEN	Emb 110 (2) Emb 120 (2)
GOL	G3	GLO	737 (130)
Imetame			ATR 72 (1)
MAP Linhas Aereas			ATR 42 (1)
META Mesquita Transportes Aereos		MSQ	Emb 120 (2)
MTA Cargo	Q4	MST	DC-10 (1)
Noar Linhas Aereas		NRA	L410 (1)
Passaredo Transportes Aereos		PTB	ATR 72 (6) Emb 120 (3) ERJ 145 (5)
PENTA		PEP	Ce 208 (5)
POP Linhas Aereas		WTJ	A320 (1)
Puma Air Linhas Aereas	Z4	PLY	Ce 208 (1) Emb 120 (1)

Name	IATA	ICAO	Model and Count
RICO Linhas Aereas		RLE	Ce 208 (1) Emb 110 (1) Emb 120 (3)
Rio Linhas Aereas		RIO	727 (7)
Sideral Air Cargo			737 (2)
TAM Airlines	JJ	TAM	767 (5) 777 (8) A320 (127) A330 (20)
TAVAJ		TVJ	F27 (1)
TEAM		TIM	L410 (2)
Total Linhas Aereas		TTL	ATR 42 (2) 727 (5)
TRIP Linhas Aereas	T4	TIB	42 (13) 72 (19) Emb 120 (1) E-Jet (13)
Two Taxi Aereo		OWT	Ce 208 (4)
Unknown (Brazil)			DHC-6 (1)

British Virgin Islands VP-LV

BVI Airways	XV		J31 (1)
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Brunei Darussalam V8

Royal Brunei Airlines	BI	RBA	777 (4) A320 (6)
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Bulgaria LZ

Air Max		RMX	L410 (5)
Air Scorpio		SCU	Sf340 (2)
Airgo Airlines Bulgaria		AGE	ATP (1)
B H Air		BGH	A320 (4)
Bright Aviation Services		BRW	An-26 (1)
Bulgaria Air	FB	LZB	737 (1) A320 (5) BAe 146 (3) E-Jet (4)
Bulgarian Air Charter		BUC	MD-80 (8)
Cargo Air		VEA	737 (2)
Heli Air Services		HLR	L410 (4)
Hemus Air	DU	HMS	ATR 42 (1)
Scorpion Air		SPN	An-26 (3) L410 (1)

Burkina Faso XT

Air Burkina	2J	VBW	CRJ (1) Emb 110 (1) F28 (1) MD-80 (2)
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Burundi 9U

Air Burundi	8Y	PBU	B1900 (1) Y-7 (1)
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Cambodia XU

Cambodia Angkor Air	K6	KHV	ATR 72 (2) A320 (3)
Cambodian Government			A320 (1)
Imtrec Aviation		IMT	An-12 (1)
Royal Cambodian Air Force			Y-7 (2)
Sky Wings Asia Airlines		SWM	A320 (1) MD-80 (1)
Unknown (Cambodia)			737 (1)

Cameroon TJ

Camair Co	QC	CRD	767 (1)
Cameroon Air Force			Y-7 (1)
National Airways Cameroon	90		Yak-40 (1)

Canada C

Adventure Air			Ce 208 (1)
Air Bravo Corporation			PC-12 (1)

AIRLINE START-UPS 2012

AT A GLANCE

Company	Country
Air Cote d'Ivoire	Cote d'Ivoire
Air Onix Airlines	Ukraine
AirAsia Philippines	Philippines
Ariella Airlines	Burkina Faso
BB Airways	Nepal
Bingo Airways	Poland
Blue Sky Airways	Botswana
City Airways	Thailand
Danaus Lineas Aereas	Mexico
Elite Airways	USA
Fastjet Tanzania	Tanzania
Fly Go-Air	South Africa
flyCongo	Congo (Democratic Republic)
FlyGeorgia	Georgia
Flytourope	Germany
FMI Air Charter	Myanmar

Company	Country
Gambia Bird	Gambia
Jet-Star	Moldova
Lao Central Airlines	Laos
Mais Linhas Aereas	Brazil
Majestic Air Cargo	Philippines
Massawa Airways	Eritrea
MGC Airlines (Matekane Air)	Lesotho
Minoan Air	Greece



Company	Country
Movil Air Tours	Peru
Palau Airways	Palau
Peach	Japan
Quikjet	India
Scoot	Singapore
Seair International	Philippines
Sky Net Airline	Armenia
Skytrain Airlines	Italy
Syphax Airlines	Tunisia
Thai Smile	Thailand
U Airlines	Thailand
VietJet Air	Vietnam
VivaColombia	Colombia
Volotea	Spain
Westair Benin	Benin
WOW air	Iceland



Name	IATA	ICAO	Model and Count
Air Canada	AC	ACA	767 (28) 777 (19) A320 (86) A330 (8) B1900 (1) Dash 8 (5) E-Jet (55)
Air Canada Jetz			A320 (1)
Air Canada rouge			767 (2) A320 (2)
Air Creebec	YN	CRQ	B100 (3) B1900 (1) Dash 8 (11) Emb 110 (1) HS748 (2)
Air Georgian			B1900 (16)
Air Inuit	3H	AIE	737 (2) B100 (3) DHC-6 (7) Dash 8 (14) HS748 (4)
Air Labrador	WJ	LAL	B1900 (1) Ce 208 (1) DHC-6 (7)
Air North	4N	ANT	737 (6) HS748 (4)
Air Nunavut		BFF	B200 (2)
Air Roberval		RBV	Ce 208 (2)
Air Spray (1967)		ASB	Electra (2)
Air Tindi	8T	TID	B200 (1) B1900 (1) Ce 208 (3) DHC-6 (5) Dash 7 (4)
Air Transat	TS	TSC	A310 (10) A330 (11)
Aklak	6L	AKK	DHC-6 (1)
Alkan Air		AKN	B200 (2) Ce 208 (2) DHC-6 (1)
Alta Flights (Charters) Inc		ALZ	Ce 208 (2)
Arctic Sunwest Charters		A84	DHC-6 (1)
Aviation Starlink	Q4	TLK	J31 (4) Emb 120 (1)
Barrick Gold Corporation			DHC-6 (1) Dash 8 (1)
Bearskin Airlines	JV	BLS	Metro (17) Sf340 (1)
Bombardier Inc		BFO	CSeries (1) Dash 8 (1)
Buffalo Airways		BFL	B100 (1) C-46 (3) Electra (6)
Calm Air	MO	CAV	328JET (1) ATR 42 (6) ATR 72 (2) HS748 (1) Sf340 (4)
Canadian Flyers International			B200 (1)
Canadian North	ST	MPE	737 (13) Dash 8 (4)
Canjet Airlines	C6	CJA	737 (5)
Cargojet Airways	W8	CJT	727 (10) 757 (1) 767 (2)
Cenovus Energy Inc			Dash 8 (1)
Central Mountain Air	9M	GLR	328TP (2) B1900 (15) Dash 8 (2)
Chartright Air		HRT	J31 (1)
CHC Global Operations Canada		HMB	Dash 8 (1)
Conair Aviation		CRC	737 (2) Ce 208 (2) Electra (2)
Enerjet		ENJ	737 (3)

Name	IATA	ICAO	Model and Count
Exeaire			B1900 (1) DHC-6 (1)
Exploits Valley Air Services Ltd			B1900 (6)
First Air	7F	FAB	737 (7) 767 (1) ATR 42 (9) ATR 72 (2) Hercules (2)
Flair Airlines		FLE	737 (3)
Gouvernement Du Quebec			Dash 8 (1)
Hawkair Aviation	BH		Dash 8 (3)
Hydro-Quebec	OQ	HYD	Dash 8 (3)
Integra Air			J31 (1)
Jazz	QK	JZA	CRJ (51) Dash 8 (84)
Keewatin Air	FK		B200 (1) B1900 (2) PC-12 (1)
Kelowna Flightcraft		KFA	727 (12) CC-109 (2) CV-340 (6) DC-10 (4)
Kenn Borek Air	4K	KBA	B99 (2) B200 (3) DC-3T (6) DHC-6 (15) Emb 110 (2)
Keystone Air Service		KEE	B99 (1) B200 (1)
Kudlik Aviation Inc		KUK	Ce 208 (1) PC-12 (1)
Maritime Air Charter Ltd			B200 (1)
Morningstar Air Express		MAL	757 (5) ATR 72 (1) Ce 208 (7)
Nakina Air Service	T2		Ce 208 (4) PC-12 (1)
National Research Council			DHC-6 (1)
Nav Air Charter			Mu-2 (3)
Nolinor Aviation		NRL	737 (3)
Nolinor Aviation		NRL	CV-340 (5)
Nomad Air			Skyvan (1)
Nor-Alta Aviation		LRA	Ce 208 (1)
North Cariboo Air		NCB	B200 (2) B1900 (5) BAe 146 (1) Dash 8 (6)
Northern Air Charter [Canada]		NLI	B1900 (1)
Northway Aviation		NAL	Ce 208 (5)
Northwestern Airlease	J3	PLR	B99 (2) J31 (6)
North-Wright Airways	HW	NWL	B99 (2) B1900 (1) BN-2A (1) Ce 208 (2) DHC-6 (2) PC-6 (2)
NT Air		NTA	B1900 (3)
NT Air		NTA	Ce 208 (1)
Osprey Wings			DHC-6 (2)
Pacific Coastal Airlines	8P	PCO	B200 (2) B1900 (7) DHC-6 (1) Sf340 (6) SD 360 (2)
Pascan Aviation	P6		ATR 42 (2) J31 (6) PC-12 (4)
Perimeter Airlines		PAG	Dash 8 (4)
Porter Airlines	PD	POE	Dash 8 (26)
Pronto Airways		WEW	ATR 42 (4) B1900 (3) J31 (2)
Propair		PRO	B100 (1) B200 (1) B1900 (1) Gulfstream 1 (1)
Province of Manitoba			DHC-6 (1)
Provincial Airlines	PB	SPR	B200 (1) B300 (2) Dash 8 (5) Metro (1) Sf340 (2)
Regional 1 Airlines		TSH	CRJ (3) Dash 8 (5)
Regional 1 Airlines		2RY	ATP (4) Canada



Name	IATA	ICAO	Model and Count
Shell Canada Ltd		SCL	328TP (1) E-Jet (1)
Sky Regional Airlines		SKV	E-Jet (5)
Skylink Express		SLQ	B1900 (9) Ce 208 (6)
South Nahanni Airways			DHC-6 (1)
Sunwest Aviation		CNK	B1900 (5) Ce 208 (3) Metro (6)
Sunwing Airlines	WG	SWG	737 (8)
Thunder Airlines		THU	Ce 208 (1)
Transwest Air		ABS	B100 (1) B1900 (1) DHC-6 (4) SF340 (3)
Unknown (Canada)			B1900 (4)
Unknown (Canada)			Dash 8 (2)
Unknown (Canada)			Metro (1)

ALLIANCES



In the current economic environment, business partnerships with fellow airlines have taken on an even greater importance. This has led to a growth in codeshare arrangements,

interlining packages, marketing agreements and ultimately membership of global airline alliances.

STAR ALLIANCE
Adria Airways
Aegean Airlines
Air Canada
Air China
Air New Zealand
All Nippon Airways
Asiana Airlines
Austrian Airlines
Avianca
Brussels Airlines
Copa Airlines
Croatia Airlines
EgyptAir
Ethiopian Airlines
EVA Air
LOT Polish Airlines
Lufthansa
Scandinavian Airlines
Shenzhen Airlines
Singapore Airlines
South African Airways
Swiss International Air Lines
TAM Airlines
TAP Portugal
THAI International
Turkish Airlines
United Airlines
US Airways
US Airways
Source: Star Alliance

ONEWORLD
airberlin
American Airlines
British Airways
Cathay Pacific Airways
Finnair
Iberia
Japan Airlines
LAN
Malaysia Airlines
Qantas
Royal Jordanian Airlines
S7 Airlines
Source: oneworld
SKYTEAM
Aeroflot
Aerolíneas Argentinas
Aeromexico
Air Europa
Air France
Alitalia
China Airlines
China Eastern Airlines
China Southern Airlines
Czech Airlines
Delta Air Lines
Kenya Airways
KLM
Korean Air
Middle East Airlines
Saudia
TAROM
Vietnam Airlines
Xiamen Air
Source: Skyteam

Name	IATA	ICAO	Model and Count
Wasaya Airways	WT	WSG	B1900 (6) Ce 208 (5) Dash 8 (2) HS748 (5) PC-12 (7)
West Coast Air	80	YW2	DHC-6 (5)
West Wind Aviation Ltd			J31 (1)
WestJet	WS	WJA	737 (103)
WestJet Encore	WR	WJE	Dash 8 (2)
Cape Verde D4			
Cabo Verde Express		CVE	L410 (3)
Halcyon Air		HCV	ATR 42 (1)
TACV	VR	TCV	737 (2) 757 (1) ATR 42 (1) ATR 72 (2)
Cayman Islands VP-C			
Cayman Airways	KX	CAY	737 (4) DHC-6 (2)
Unknown (Cayman Islands)			A320 (1)
Unknown (Cayman Islands)			CRJ (1)
Central African Republic TL			
Centrafrican Airlines	GC	CET	An-32 (2)
Karinou Airlines		KRN	737 (1)
Minair		OMR	An-28 (1) Ce 208 (1) Do228 (1)
Chad TT			
AG Air			737 (1)
CHC Chad			DHC-6 (1)
Toumai Air Tchad	9D	THE	F28 (1)
Chile CC			
Aerocardal			328TP (2) Do228 (2)
Aeromet		MTE	J31 (1)
Chilean Air Force			DHC-6 (8)
Dap Airways		DAP	BAe 146 (3) C212 (1) DHC-6 (1)
LAN Airlines	LA	LAN	767 (36) 787 (3) A320 (63) A340 (5)
LAN Cargo	UC	LCO	767 (2) 777 (3)
PAL Airlines	5P	PCP	737 (4) DHC-6 (5) SF340 (2)
Sky Airline	H2	SKU	737 (9) A320 (16)
China B			
Air China	CA	CCA	737 (119) 747 (9) 757 (8) 777 (23) A320 (100) A330 (37) A340 (6) Y-12 (3)
Air China Cargo		CAO	747 (10)
Beijing Capital Airlines	JD	DRA	737 (1) A320 (44)
CDI Cargo Airlines Ltd	GJ		737 (1)
Chang An Airlines		CGN	737 (4)
Chengdu Airlines	EU	UEA	A320 (10)
China Cargo	CK	CKK	747 (5) 757 (1) 777 (6) MD-11 (2)
China Eastern Airlines	MU	CES	737 (91) A300 (9) A320 (188) A330 (31) A340 (5) ERJ 145 (10)
China Eastern Business Aviation Services			A320 (1)
China Express Airlines	G5	HXA	CRJ (10)
China Flying Dragon Aviation		CFA	Y-12 (18)
China Postal Airlines	8Y	CYZ	737 (18) An-12 (1)
China Southern Airlines	CZ	CSN	737 (140) 747 (2) 757 (14) 777 (14) 787 (2) A320 (197) A330 (26) A380 (5) ERJ 145 (6) E-Jet (20)
China United Airlines	KN	CUA	737 (13) A320 (2)
China West Air	PN	CHB	737 (3) A320 (10)
China Xinhua Airlines		CXH	737 (8)
Chongqing Airlines	OQ	CQN	A320 (9)
Dalian Airlines			737 (5)
Donghai Airlines			737 (7)
Evergrande Real Estate Group			A320 (1)
First Mandarin Business Aviation		MZT	CRJ (1)
Grand China Air	CN	GDC	737 (3)
Hainan Airlines	HU	CHH	328JET (1) 737 (90) 767 (3) A330 (13) A340 (3)
Hebei Airlines	NS	HBH	737 (6) ERJ 145 (5) E-Jet (5)
Hong Kong Jet			A330 (1)
Joy Air	JR	JOY	Y-7 (6)
Juneyao Airlines	HO	DKH	A320 (32)
Kunming Airlines	KY	KNA	737 (7)
Lucky Air	8L	LKE	737 (11) A320 (6)
Okay Airways	BK	OKA	737 (9) Y-7 (8)
PLAF of China			737 (3) Tu-154 (2) Y-7 (6)
SF Airlines	O3	CSS	737 (4) 757 (8)
Shandong Airlines	SC	CDG	737 (62) CRJ (7)
Shandong Airlines Rainbow Jet		RBW	Ce 208 (5)
Shanghai Airlines	FM	CSH	737 (48) 757 (10) 767 (7) CRJ (2)



Name	IATA	ICAO	Model and Count
Shenzhen Airlines	ZH	CSZ	737 (59) A320 (62)
Shuangyang General Aviation		CSY	Y-12 (2)
Sichuan Airlines	3U	CSC	A320 (72) A330 (5)
Spring Airlines	9C	CQH	A320 (37)
Tianjin Airlines	G5	GCR	328JET (28) A320 (5) ERJ 145 (23) E-Jet (51)
Tibet Airlines	TV	TBA	A320 (8)
Uni-Top Airlines	UW	UTP	747 (3)
Xiamen Airlines	MF	CXA	737 (86) 757 (6)
Yangtze River Express	Y8	YZR	737 (13) 747 (3) A330 (1)
Zhongfei Airlines		CFZ	Ce 208 (4)
Colombia HK			
ADA - Aerolinea de Antioquia		ANQ	328TP (2) DHC-6 (3) J31 (5)
Avianca	AV	AVA	A320 (54) A330 (9) ATR 72 (1) F50 (10) F100 (1)
Avianca Cargo	QT	TPA	767 (5) A330 (2)
Colombian Air Force			737 (1)
Copa Colombia	P5	RPB	737 (3) E-Jet (14)
Cosmos Air Cargo			727 (1)
CV Cargo			737 (1)
Easyfly	EF	EFY	J41 (12)
Lan Cargo Colombia	L7	LAE	767 (2) 777 (1)
LAN Colombia	4C	ARE	737 (6) 767 (1) A320 (4) Dash 8 (14)
Lineas Aereas Suramericanas		LAU	727 (2)
SADELCA		SDK	An-26 (1)
SAEP		KSP	An-32 (1)
SATENA	9R	NSE	328TP (6) ATR 42 (5) ATR 72 (2) ERJ 145 (2) E-Jet (1) F28 (1)
SEARCA Colombia		SRC	B1900 (18) L410 (5)
Sec Colombia		SEZ	Ce 208 (1)
SELVA Colombia		SDV	An-26 (3) An-32 (1)
VivaColombia	5Z	VVC	A320 (5)
West Caribbean Airways		WCW	L410 (1)
Comoros D6			
Comores Aviation		KMZ	L410 (1)
Congo (Republic) TN			
Aero Service [Congo]	BF	RSR	BN-2A (2) C212 (1)
Blue Airlines		BUL	An-26 (1)
Business Aviation of Congo			L410 (1)
Compagnie Africaine D'aviation	E9		F50 (2) F100 (1)

Name	IATA	ICAO	Model and Count
Republic of Congo			727 (1)
Congo (Democratic Republic) 9Q/9T			
Air Kasai			ATR 72 (1)
CAA - Compagnie Africaine d'Aviation	8CA		A320 (3)
Cetraca Air Service	CER		An-26 (1) L410 (2)
Congo Express	XZ	CXR	CRJ (2)
FlyCongo	EO	ALX	767 (1) MD-80 (2)
flyCongo			MD-80 (1)
Gomair		GM9	727 (1) 737 (1)
Inter Congo		IOC	An-26 (1)
Malift Air		MLC	An-32 (1) BN-2A (1)
Unknown (Democratic Republic of Congo)			F27 (1)
Cook Islands E5			
Air Rarotonga	GZ		Emb 110 (3) Sf340 (1)
Costa Rica TI			
Aviones Taxi Aereo			DHC-6 (1)
Nature Air	5C	NRR	Ce 208 (2) DHC-6 (2)
SANSA	RZ	LRS	Ce 208 (11)
Unknown (Costa Rica)			DHC-6 (1)
Cote d'Ivoire TU			
Air Cote d'Ivoire	HF	VRE	A320 (2)
Air Ivoire	VU	VUN	F28 (2) MD-80 (1)
Croatia 9A			
Croatia Airlines	OU	CTN	A320 (6) Dash 8 (6)
SunAdria Airlines			F100 (3)
Cuba CU			
Aerocaribbean	7L	CRN	737 (2) ATR 42 (3) ATR 72 (4) Emb 110 (3) Il-18 (1) Yak-40 (2)
Aerogaviota	KG	GTV	An-26 (5) An-30 (2) ATR 42 (3)
Aerotaxi		CNI	Emb 110 (2)
Cubana de Aviacion	CU	CUB	A320 (2) An-158 (1) An-24 (5) An-26 (3) ATR 42 (1) Il-96 (3) Tu-204 (3)
Curacao PJ			
Dutch Antilles Express	9H	DNL	ATR 42 (2) F100 (3) MD-80 (4)
InselAir	7I	INC	Emb 110 (3) MD-80 (5)
Winair	WM	WIA	DHC-6 (3)
Cyprus SB			
Cyprus Airways	CY	CYP	A320 (9)





Name	IATA	ICAO	Model and Count
Czech Republic OK			
Aerotaxi [Czech Republic]		ITE	B200 (1) L410 (1) PC-6 (1)
CSA Czech Airlines	OK	CSA	A320 (13) A330 (1) ATR 42 (4) ATR 72 (4)
Holidays - Czech Airlines		HCC	A320 (3)
Job Air - Central Connect Airlines	3B	JBR	Sf340 (2)
LR Airlines		LRB	L410 (1)
Silver Air (Czech Republic)		SLD	L410 (2)
SmartWings	QS	TVS	737 (7) A320 (3)
Travel Service Airlines			737 (18)
Van Air Europe	6Z	VAA	An-26 (1)
Denmark OY			
Baltic Air Service			Emb 110 (2)
Benair		BDI	Ce 208 (1) L410 (2) Metro (1) SD 360 (3)
Clmber A/S	QI	CIM	ATR 72 (1) CRJ (4)
Copenhagen Airtaxi		CAT	BN-2A (1)
Danish Air Transport	DX	DTR	ATR 42 (6) ATR 72 (2) Dash 8 (3) MD-80 (2)
Jet Time		JTG	737 (13)
Primera Air	PF	PRI	737 (7)
Star Air	S6	SRR	767 (11)
Sun Air of Scandinavia	EZ	SNR	328JET (10) 328TP (1) 737(1)

Name	IATA	ICAO	Model and Count
Thomas Cook Airlines Scandinavia	DK	VKG	A320 (8) A330 (5)
Djibouti J2			
Daallo Airlines	D3	DAO	737 (2) A320 (1) An-24 (1) BAe 146 (1) Il-18 (1)
Republic of Djibouti			767 (1)
Dominican Republic HI			
Aerolineas Mas			J31 (1) Sf340 (1)
Air Century		CEY	J31 (3)
Air Santo Domingo		SDO	L410 (5) SD 360 (1)
Caribair		CBC	J31 (2) L410 (4)
Pan Am Dominicana	7Q	PWD	DC-9 (2) J31 (2) MD-80 (1)
SAP	5S	PSV	B1900 (1) J31 (4) BN-2A (1) Ce 208 (1) DHC-6 (1) Emb 120 (1) L410 (1)
Ecuador HC			
Aero Express del Ecuador (TransAm)	7T	RTM	ATR 42 (1)
AeroGal	2K	GLG	A320 (8)
Aerovic		OVC	Ce 208 (1)
Ecuadorian Air Force			DHC-6 (1)
Emetebe		EMT	BN-2A (2)
LAC Lineas Aereas Cuencanas			CRJ (1)
LAN Ecuador	XL	LNE	A320 (6)
SAEREO			B1900 (2) Emb 120 (2)
TAME	EQ		A320 (10) ATR 42 (23) E-Jet (4)
VIP	V6	VUR	328TP (1)

Egypt SU			
Air Arabia Egypt	ES		A320 (2)
Air Cairo	CE	MSC	A320 (4)
Air Memphis		MHS	MD-80 (1)
Alexandria Airlines		KHH	737 (1)
Almasria	UJ	LMU	A320 (5)
Cairo Aviation		CCE	Tu-204 (4)
EgyptAir	MS	MSR	737 (24) 777 (9) A320 (17) A330 (11)
Egyptair Cargo		MSX	A300 (3)
EgyptAir Express		MSE	E-Jet (12)
Nesma Airlines	NE	NMA	A320 (3)
Nile Air	NP	NIA	A320 (2)
Petroleum Air Services		VPS	CRJ (1)
Smart Aviation [Egypt]	M4	SME	737 (1) Dash 8 (2)
Tristar Air		TSY	A300 (1)
El Salvador YS			
TACA	TA	TAI	A320 (33) E-Jet (12)
Equatorial Guinea 3C			
Air Annobon			BAe 146 (1)
CEIBA Intercontinental	C2	CEL	777 (1) A300 (1) ATR 42 (2) ATR 72 (2)
Cronos Airlines	C8		BAe 146 (2)

AIRLINE FAILURES 2012

AT A GLANCE

Airline	Date	Country	Business Model
Aeroperlas	Feb 29	Panama	Regional/Commuter
Air Finland	Jun 26	Finland	Low Cost Carrier
Air Nigeria	Sep 10	Nigeria	Full Service Carrier
Beta Cargo	Jul 18	Brazil	Cargo
bmibaby	Sep 9	United Kingdom	Low Cost Carrier
Cirrus Airlines	Jan 20	Germany	Regional/Commuter
Grandstar Cargo	Oct 9	China	Cargo
Hello	Oct 21	Switzerland	Charter
Iceland Express	Oct 24	Iceland	Low Cost Carrier
Islas Airways	Oct 16	Spain and Canary Islands	Regional/Commuter
Itali Airlines	Apr 14	Italy	Regional/Commuter
Malev Hungarian Airlines	Feb 3	Hungary	Full Service Carrier
Mint Airways	May 22	Spain and Canary Islands	Charter
OLT Express Poland	Jul 31	Poland	Charter
Saipan Air	Jul 1	Northern Mariana Islands	
Skyways	May 22	Sweden	Regional/Commuter
Tasair	Feb 3	Australia	Regional/Commuter
Webjet	Nov 23	Brazil	Low cost

Name	IATA	ICAO	Model and Count
Eagle Air Guinee		GIF	L410 (1)
Galex Guinee		GIX	An-26 (1)
GEASA		GEA	Yak-40 (3)
General Work Aviacion		GWK	F28 (4)
GETRA-Guinea Ecuatorial de Transportes A		GET	F28 (1)
GR-Avia			An-26 (1)
Halcyon Air Bissau		HCN	C212 (1)
Punto Azul			ERJ 145 (1)
Eritrea E3			
Eritrean Airlines	B8	ERT	767 (1) A320 (1)
Massawa Airways			Y-7 (1)
nasair Eritrea	UE	NAS	737 (2)
Estonia ES			
Airest			Sf340 (1)
Avia Traffic Company	YK		737 (1) An-24 (5) BAe 146 (2)
Enimex		ENI	An-72 (1)
Estonian Air	OV	ELL	737 (1) CRJ (3) E-Jet (3)
Estonian Air Regional			Sf340 (2)
JP Air			Metro (1)
Smartlynx Airlines Estonia			A320 (1)
Ethiopia ET			
Ethiopian Airlines	ET	ETH	737 (14) 757 (8) 767 (12) 777 (7) 787 (4) DHC-6 (3) Dash 8 (10) MD-11 (2)
Ethiopian National Defense Force			DHC-6 (2)
Faroe Islands OY-			
Atlantic Airways Faroe Islands	RC	FLI	A320 (1) BAe 146 (2)
Fiji DQ			
Air Fiji	PC	FAJ	Y-12 (2)
Fiji Airlines Ltd		FJA	BN-2A (3)
Fiji Airways	FJ	FJI	737 (4) 747 (2) A330 (2)
Pacific Sun		SUF	ATR 42 (2) BN-2A (1) DHC-6 (3)
Finland OH			
Alandia Air AB		3	Sf340 (3)
Blue1	KF	BLF	717 (9) ATR 72 (3)
Finnair	AY	FIN	757 (4) A320 (25) A330 (8) A340 (7)
Flybe Finland Oy			E-Jet (12)
Flybe Nordic	FC	FCM	ATR 42 (2) ATR 72 (12) E-Jet (2)
Lapin Tilauslento Oy		FNL	Ce 406 (1)
Nordic Global Airlines		NGB	MD-11 (4)
France F			
Aero Vision		AOV	B200 (1) Corvette (1)
Aigle Azur	ZI	AAF	A320 (13)
Air Corsica	XK	CCM	ATR 72 (5) A320 (5)
Air France	AF	AFR	747 (10) 777 (64) A320 (136) A330 (15) A340 (12) A380 (8)
Air Mediterranee	DR	BIE	737 (2) A320 (5)



Name	IATA	ICAO	Model and Count
Airlinair (now part of HOP!)	A5	RLA	ATR 42 (16) ATR 72 (10)
Atlantique Air Assistance		TLB	B1900 (2)
Aviation Defense Service		DEF	B200 (1)
Blue Line	4Y	BGA	A300 (5)
Brit Air (now part of HOP!)	DB	BZH	CRJ (41)
Chalair			B1900 (1)
Chalair Aviation	CE	CLG	B1900 (5) B200 (2)
Corsair International	SS	CRL	747 (4) A330 (4)
Enhance Aero Group			ERJ 145 (2)
Europe Airpost	50	FPO	737 (17)
Finist'air		FTR	Ce 208 (2)
Hex'Air	UD	HER	B1900 (3)
HOP!			ATR 72 (1)
OpenSkies	EC	BOS	757 (3)
Pan Europeenne Air Service		PEA	ERJ 145 (2)
Phenix Aviation		PHV	B200 (1)
Regional (now part of HOP!)	YS	RAE	ERJ 145 (23) E-Jet (26)
Transavia.com France	TO	TVF	737 (11)
Twin Jet	T7	TJT	B1900 (9)
Unknown (France)			A320 (1)
XL Airways France	SE	XLF	737 (2) A330 (4)
French Guyana F-O			
Air Guyane Express			DHC-6 (1)
French Polynesia F-O			
Air Archipels		RHL	B200 (2)
Air Moorea		TAH	DHC-6 (1)
Air Tahiti	VT	VTA	ATR 42 (3) ATR 72 (7)
Air Tahiti Nui	TN	THT	A340 (5)
Gabon TR			
Air Affaires Gabon		NVS	B1900 (2) Ce 208 (1) Dash 8 (1) F100 (1)
Avirex Gabon		VXG	F28 (1)
Gabon Airlines	GY	GBK	767 (1) ATR 42 (1)
Gabonese Republic			777 (1)





Name	IATA	ICAO	Model and Count
National Regionale Transport		NAG	BAe 146 (1)
SCD Aviation		SCY	Emb 120 (1)
Sky Gabon	GV		Ce 208 (1)
Gambia CS			
Aeolus Air		AAZ	A320 (1)
Gambia Bird			A320 (1)
Georgia 4L			
Air Batumi		BTM	MD-80 (1)
Aquiline International			737 (1) 747 (1) An-32 (1)
FlyGeorgia	9Y		A320 (3)
Georgian Airways	A9	TGZ	737 (2) CRJ (2)
Georgian International Airlines	4L	MJX	An-24 (1) Tu-134 (1)
Georgian Star International		GST	737 (2) A300 (1) An-26 (1) An-32 (1)
Sakaviasservice		AZG	An-12 (1)
Sky Georgia	QB	GFG	DC-9 (2) Il-76 (2)
South-East European Airlines		GGG	Yak-40 (1)
Tbilaviamsheni Georgia	L6	VNZ	An-24 (1)
The Cargo Airlines			747 (1)
Transaviasservice		FNV	An-12 (1) An-72 (2)
Vista Georgia		AJD	737 (3)
Germany D			
AeroLogic	3S	BOX	777 (8)
Air Alliance Express		AYY	Ce 208 (8)
Air Hamburg		AHO	BN-2A (2)
airberlin	AB	BER	737 (54) A320 (36) A330 (14) Dash 8 (10) E-Jet (1)
Arcus Air		AZE	Do228 (2)



Name	IATA	ICAO	Model and Count
Augsburg Airways	IQ	AUB	Dash 8 (7) E-Jet (7)
Avanti Air		ATV	ATR 72 (1)
BinAir		BID	Metro (8)
Business Wings		JMP	Ce 208 (2) DHC-6 (1) Do228 (2)
Luftfahrtunternehmen			
Condor Flugdienst	DE	CFG	757 (13) 767 (12) A320 (14)
Dc Aviation GmbH		DCS	A320 (3) 328JET (1)
Deutsche Leasing Ag		2SD	ATP (1)
European Air Transport Leipzig	QY	BCS	757 (11) A300 (16)
Eurowings	EW	EWG	CRJ (23)
FAI Rent-A-Jet		IFA	CRJ (1)
Flynex [Germany]		LFX	B200 (1)
Germania	ST	GMI	737 (6) A320 (7)
Germanwings	4U	GWJ	A320 (38)
Hamburg Airways		HAY	A320 (5)
LGW - Luftfahrtgesellschaft Walter	HE	LGW	Do228 (2)
Lufthansa	LH	DLH	737 (39) 747 (29) A320 (153) A330 (18) A340 (48) A380 (10)
Lufthansa Cargo		GEC	MD-11 (18)
Lufthansa CityLine	CL	CLH	CRJ (32) E-Jet (28)
Nightexpress		EXT	B99 (1) SD 360 (2)
Private Wings Flugcharter			328JET (2) 328TP (5)
Quikair	Q9		Emb 120 (1) Metro (2)
Regio-Air		RAG	Metro (1)
SunExpress Germany	XG		737 (7)
TUIfly	X3	TUI	737 (21)
Unknown (Germany)			328TP (1)
WDL		WDL	BAe 146 (4) F27 (2)
Ghana 9G			
Africa World Airlines	AW	AFW	ERJ 145 (2)
Airlift International of Ghana		ALE	DC-8 (1)
Antrak Air	04	ABV	ATR 42 (2) ATR 72 (3)
CTK Citylink		CTQ	L410 (1) Sf340 (3)
Fly540 [Ghana]	5G	FOX	ATR 72 (1)
Meridian Airways		MAG	DC-8 (3)
Sobel Air Of Ghana		SBL	F27 (1)
Starbow Airlines	S9	IKM	BAe 146 (4)
Greece SX			
Aegean Airlines	A3	AEE	A320 (29)
Aeroland Airways		AEN	Ce 208 (3)
Aerospace One			747 (1)
Astra Airlines	A2	AZI	737 (1) A320 (1) BAe 146 (2)
Bluebird Airways	BZ	BBG	737 (2) MD-80 (2)
Epsilon Aviation SA		GRV	Metro (2)
Gainjet Aviation		GNJ	757 (1)
GreenJet		GRN	A320 (1)
Hellenic Imperial Airways	HT	IMP	747 (4)

Name	IATA	ICAO	Model and Count
Hermes Airlines			A320 (2)
Minoan Air		MAV	F50 (4)
Olympic Air	OA	OAL	A320 (3) Dash 8 (14)
Sky Express Airlines	GQ	SEH	J31 (1) J41 (3)
Sky Wings Airlines		GSW	BAe 146 (2)
Swiftair Hellas		MDF	Metro (3)
Greenland OY			
Air Greenland	GL	GRL	A330 (1) B200 (1) Dash 7 (3) Dash 8 (5)
Guadeloupe F-0			
Air Antilles Express	3S	GUY	ATR 42 (3) Ce 406 (1) L410 (2)
Air Caraibes	TX	FWI	A330 (5) ATR 72 (3)
Soc De Trans de L'archipel Guadeloupeen		GWX	Do228 (1)
Guam N			
Freedom Air	FP	FRE	SD 360 (3)
Guatemala TG			
Aereo Ruta Maya		MMG	Ce 208 (2) DHC-6 (3) Emb 110 (2) L410 (3)
AVIATECA			ATR 42 (1)
DHL de Guatemala	L3	JOS	ATR42 (1)
Transportes Aereos Guatemaltecos			Emb 110 (5) J31 (2) Sf340 (1)
Transportes Aereos Inter	90	TSP	ATR 42 (2)
Guinea 3X			
Guinea Air Cargo		GJH	HS748 (1)
Sky Guinea Airlines			An-12 (1)
Guinea-Bissau J5			
GR Avia		GIB	737 (1) IL-76 (1) Y-7 (1)
Guyana 8R			
Roraima Airways		ROR	BN-2A (3)
Trans Guyana Airways		TGY	BN-2A (2) Ce 208 (5)
Haiti HH			
Caribintair		CRT	J31 (1) L410 (1)
Salsa d'Haiti	SO	SLC	J31 (1)



Name	IATA	ICAO	Model and Count
Hong Kong Airlines	HX	CRK	A320 (8) A330 (15)
Hong Kong Express	UO	HKE	737 (1) A320 (2)
Hungary HA			
ABC Air Hungary		AHU	L410 (1) Sf340 (1)
BASe		BPS	Do228 (3) Emb 120 (3) J31 (2) L410 (4)
Cityline Swiss	ZM	CNB	An-26 (2) Metro (1)
Fleet Air International			Sf340 (2)
Travel Service Hungary	70	TVL	737 (2)
Wizz Air	W6	WZZ	A320 (42)
Iceland TF			
Air Atlanta Icelandic	CC	ABD	747 (1) L1011 (1)
Air Iceland	NY	FXI	Dash 8 (2) F50 (6)
Bluebird Cargo	BF	BBD	737 (5)
Eagle Air Iceland		FEI	J31 (3)



Name	IATA	ICAO	Model and Count
Tropical Airways D'Haiti		TBG	L410 (1)
Honduras HR			
Aerolineas Sosa	P4	NSO	BN-2A (1) CRJ (1) J31 (2) L410 (3) Sf340 (1)
Atlantic Airlines De Honduras		HHA	HS748 (1) L410 (7)
EasySky			737 (1)
Islena Airlines			ATR 42 (1)
Linea Aerea Nacional Honduras (LANHSA)		LNH	J31 (1)
Rollins Air		RAV	J31 (2) L1011 (2) Yak-40 (1)
TACA Regional Honduras	WC	ISV	ATR 42 (5) B90 (1) SD 360 (1)
Hong Kong B			
Air Hong Kong	LD	AHK	747 (3) A300 (8)
Cathay Pacific	CX	CPA	747 (36) 777 (49) A330 (38) A340 (11)
Dragonair	KA	HDA	A320 (21) A330 (17)

Name	IATA	ICAO	Model and Count
Icelandair	FI	ICE	757 (22)
Norlandair		FNA	DHC-6 (2)
WOW Air	X9		A320 (3)
India VT			
Air Costa			E-Jet (2)
Air India	AI	AIC	747 (5) 777 (20) 787 (7) A320 (68) A330 (2)
Air India Express	IX	AXB	737 (21)
Air India Regional	CD	LLR	ATR 42 (7) CRJ (4)
Aryan Cargo Express	YE	ACQ	A300 (1)
Blue Dart Aviation	BZ	BDA	757 (5)
Deccan 360		DEC	ATR 72 (2)
Deccan Charters		DKN	PC-12 (2)
GoAir	G8	GOW	A320 (15)
IndiGo	6E	IGO	A320 (68)



Name	IATA	ICAO	Model and Count
Jagson Airlines		JGN	Do228 (2)
Jet Airways	9W	JAI	737 (56) 777 (5) A330 (11) ATR 72 (14)
Jet Airways Konnect			ATR 72 (1)
JetLite	S2	RSH	737 (13)
Jhonlin Air Transport			ATR 72 (1)
Pawan Hans Helicopters		PHE	Ce 208 (1)
SpiceJet	SG	SEJ	737 (37) Dash 8 (15)
Indonesia PK			
Air Born			DHC-6 (1)
Airfast Indonesia		AFE	737 (1) B1900 (1) C212 (1) DHC-6 (5) MD-80 (2)

Name	IATA	ICAO	Model and Count
Asialink Cargo Express			F27 (2)
Aviastar	MV	VIT	BAe 146 (3) DHC-6 (3)
Aviastar Mandiri			DHC-6 (1)
Batik Air	ID		737 (4)
Cardig Air	8F		737 (3)
Citilink	QG	GIA	737 (7) A320 (22)
Deraya Air Taxi		DRY	ATP (2) C212 (1) Pa-31T (1) SD 330 (2) SD 360 (2)
Dirgantara Air Service		DIR	BN-2A (3) C212 (2)
Express Air		XAR	328TP (1) 737 (7)
Garuda Indonesia	GA	GIA	737 (66) 747 (2) 777 (2) A330 (16) CRJ (11)
Gatari Air Service		GHS	ATR 42 (2) F28 (3)
India Fly Safe Aviation			ERJ 145 (1)
Indonesia Air		IDA	A320 (1) ATR 42 (3) B1900 (2) F50 (3)
Indonesia AirAsia		QZ	AWQ A320 (24)
Kalstar		KLS	737 (2) ATR 42 (3) ATR 72 (1)
Lion Air	JT	LNI	737 (92) 747 (2) MD-80 (1)
Mandala Airlines	RI	MDL	A320 (7)
Merpati Nusantara Airlines	MZ	MNA	737 (12) C212 (7) Cn-235 (3) DHC-6 (6) F100 (3)
Nusantara Air Charter		IPN	BAe 146 (1)
Pelita Air Service		PAS	ATR 72 (1) C212 (8) Dash 7 (6) F28 (1) F100 (2)
Penas Air Cargo		PNS	BAe 146 (1)
Riau Airlines		RIU	F50 (3)
RPX Airlines - Republic Express	RH	RPH	737 (2)

TRAFFIC 2012

AT A GLANCE

According to figures released by International Civil Aviation Organization (ICAO), some 2.9 billion people used scheduled air transport in 2012. This is an increase of 5% over 2011 and the figure is expected to grow to reach more than 6 billion by 2030, so say current ICAO projections. The Asia/Pacific region was the world's largest air transport market in 2012, with a 30% share of world revenue passenger kilometres (RPK). The Middle East region, which accounts for 8% of the world RPKs, recorded the fastest growth rate at 16.8%. International traffic grew by 6.5% – the same rate as the previous year. The highest growth was registered by the airlines of the Middle East followed by Latin America and the Caribbean. However, African carriers registered growth almost seven times higher than their 2011 results, at 7.4% compared with 1.1%. The overall air transport capacity offered by airlines, expressed in available seat kilometres (ASKs), increased globally by 4.0%. The overall load factor increased slightly at just over one point against figures for 2011.

Air Transport Market Analysis

Global air travel markets were starting to improve at the end of 2012, with passenger travel up 4.2% in December compared to 2011. Overall air travel slowed from the high growth rates at the start of the year, growing as a whole by 5.3%, only slightly down on the 2011 growth of 5.9%, and above the 5% 20-year average. International travel expanded by 6% in 2012, with a majority of the growth coming from emerging markets, including Middle Eastern airlines which had growth of 15.4%. The Eurozone crisis and consolidation efforts in the US saw international travel on European and North American airlines slow down considerably in 2012 (5.3% and 1.3%) compared to 2011 (9.5% and 4.1%). Domestic air travel markets expanded 4% compared to 2011. Strong growth in China (9.5%) and Brazil (8.6%) was in contrast to smaller expansion in the US domestic market (0.8%), which constitutes almost half of global domestic travel, and a 2.1% contraction in India. Japan's domestic market expanded by 3.6%, but December 2012 traffic was still 7% below pre-tsunami levels.

Air freight markets declined further, contracting 1.5% after falling 0.6% in 2011. A sharp slowdown in world trade growth and shifts in commodity mix favouring sea transport placed further downward pressure on air freight demand in 2012.

Year on Year Comparison 2012 vs. 2011						
Area	RPK	ASK	PLF	FTK	AFTK	FLF
International	6.0%	4.0%	78.9%	-1.9%	0.6%	49.5%
Africa	7.5%	7.1%	67.1%	6.1%	9.2%	24.8%
Asia/Pacific	5.2%	3.0%	77.5%	-6.2%	-2.9%	60.1%
Europe	5.3%	3.1%	80.5%	-3.1%	-0.1%	48.2%
Latin America	8.4%	7.5%	77.9%	-1.3%	2.9%	39.9%
Middle East	15.4%	12.5%	77.4%	14.8%	11.6%	45.5%
North America	1.3%	-0.3%	82.0%	-1.3%	-1.0%	41.1%
Examples						
Australia	5.3%	7.6%	77.5%			
Brazil	8.6%	4.8%	71.8%			
China	9.5%	11.3%	80.9%			
India	-2.1%	0.3%	72.9%			
Japan	3.6%	2.3%	62.0%			
US	0.8%	0.4%	83.4%			
Domestic	4.0%	3.8%	79.5%	1.4%	-1.2%	29.2%
Africa	7.2%	6.5%	67.7%	7.1%	9.2%	24.7%
Asia/Pacific	6.0%	5.2%	77.5%	-5.5%	-2.4%	56.1%
Europe	5.1%	2.9%	79.6%	-2.9%	0.3%	47.2%
Latin America	9.5%	7.5%	76.1%	-1.2%	4.9%	38.3%
Middle East	15.2%	12.4%	77.5%	14.7%	11.4%	44.8%
North America	1.1%	0.1%	82.9%	-0.5%	-2.0%	35.0%
Total Market	5.3%	3.9%	79.1%	-1.5%	0.2%	45.2%
RPK: Revenue-Passenger-Kilometres; ASK: Available-Seat-Kilometres; PLF: Passenger-Load-Factor; FTK: Freight-Tonne-Kilometres; AFTK: Available Freight Tonne Kilometres; FLF: Freight Load Factor.						
All Figures are expressed in % change Year on Year.						





Name	IATA	ICAO	Model and Count
Sabang Merauke Raya Air Charter		SMC	C212 (2)
Sky Aviation			F50 (5) SSJ (1)
Sriwijaya Air	SJ	SIY	737 (46)
Susi Air			Ce 208 (27) PC-6 (7)
TransNusa	M8	TNU	F50 (4)
TransNusa Air Services		TNU	F50 (1)
Transwisata Prima Aviation		TWT	F28 (2) C212 (1)
Travira Air		TVV	737 (1) B1900 (3) Ce 208 (4) Dash 8 (3)
Tri MG Airlines		TMG	727 (1) 737 (2) L410 (2)
Trigana Air	IL	TGN	737 (7) ATR 42 (6) ATR 72 (3) F27 (1)
Unknown (Indonesia)			F27 (1)
Unknown (Indonesia)			DHC-6 (1)
Wings Air	IW	WON	ATR 72 (24) Dash 8 (2) MD-80 (5)
Iran EP			
Aria Air		IRX	F50 (2) IL-62 (2)
ATA Air	I3	TBZ	A320 (3) MD-80 (5)
Caspian Airlines	RV	CPN	MD-80 (5) Tu-154 (4)
Chabahar Airline			MD-80 (1)
Eram Air		IRY	MD-80 (1) Tu-154 (3)
Faraz Qeshm Airline	QB	IRQ	F50 (4) A300 (5)
Fars Qeshm Air Lines		QFZ	Yak-42 (1)
HESA Airlines			An-140 (6)
Iran Air	IR	IRA	747 (9) A300 (13) A310 (4) A320 (6) F100 (15)
Iran Air Tours	B9	IRB	A320 (1) MD-80 (7) Tu-154 (13) Yak-42 (1)
Iran Aseman Airlines	EP	IRC	727 (4) A340 (1) ATR 72 (6) F28 (2) F100 (19)
Iranian Air Transport			F100 (1)
Kish Air	Y9	IRK	F100 (4) MD-80 (7) Tu-154 (2)
Mahan Airlines	W5	IRM	747 (2) A300 (19) A310 (9) A320 (1) A340 (2) BAe 146 (7)
Meraj Airlines			A300 (2) A320 (2)
Naft Airlines		IRG	F50 (4) F100 (3)

Name	IATA	ICAO	Model and Count
National Iranian Oil Company			DHC-6 (3)
Payam Air		IRP	Emb 110 (5)
Safat Airlines		IRV	An-26 (2)
Sahand Airlines		IRS	MD-80 (1)
Taban Air	HH	TBM	MD-80 (6) Tu-154 (1)
Unknown (Iran)			MD-80 (1)
Yas Air		MHD	An-72 (2) IL-76 (1)
Zagros Airlines	ZV	IZG	A320 (2) MD-80 (8)
Iraq YI			
AlNaser Airlines	6N	MHK	737 (2) IL-76 (1)
Iraqi Airways	IA	IAW	737 (4) 747 (1) 767 (2) 777 (1) A320 (5) A330 (1) CRJ (6)
Ireland EI			
Aer Arann Islands			BN-2A (3)
Aer Arann Regional	RE	REA	ATR 72 (1)
Aer Lingus	EI	EIN	A320 (37) A330 (7)
Aer Lingus Regional			ATR 42 (4) ATR 72 (8)
Air Contractors	AG	ABR	737 (2) A300 (7) ATR 42 (5) ATR 72 (11) Hercules (3)
CityJet	WX	BCY	BAe 146 (20) F50 (13)
Ryanair	FR	RVR	737 (303)
Israel 4X			
Arkia - Israeli Airlines	IZ	AIZ	757 (2) ATR 723 (5) E-Jet (1)
Ayeet Aviation & Tourism		AYT	BN-2A (1) DHC-6 (1) SD 360 (1)
C.A.L. Cargo Airlines	5C	ICL	747 (2)
El Al	LY	ELY	737 (17) 747 (7) 767 (8) 777 (6)
Israir Airlines	6H	ISR	A320 (2) ATR 72 (2)
Italy I			
Air Dolomiti	EN	DLA	ATR 72 (10) E-Jet (10)
Air One Smart Carrier	AP	ADH	A320 (5)
Air Vallee	DO	RVL	328JET (2) Dash 8 (1)
Alitalia	AZ	AZA	777 (10) A320 (97) A330 (12)
Alitalia Cityliner	CT	CYL	E-Jet (20)
Aqua Airlines			Ce 208 (1)
Belle Air Europe	L9	BAL	A320 (2)
Blu-Express	BV	BPA	737 (6) 737 (1) 767 (3)
Cargolux Italia	C8	ICV	747 (1)
Livingston	JN		A320 (5)
Meridiana Fly	IG	ISS	737 (7) 767 (4) A320 (4) MD-80 (10)
Miniliner		MNL	F27 (8) F50 (2)
Mistral Air		MSA	737 (5) ATR 42 (1)
NEOS	NO	NOS	737 (6) 767 (2)





Name	IATA	ICAO	Model and Count
Rotkopf Aviation Italia		RTK	Ce 208 (2)
Skybridge Airops		KYB	Emb 120 (1)
Small Planet Airlines [Italy]		LLI	737 (1) MD-80 (1)
Trawl Fly			737 (1)
Wind Jet	IV	JET	Avanti (1)
Jamaica 6Y			
Exec Direct Aviation		EDA	Sf340 (1)
Fly Jamaica Airways	OJ	FJM	757 (1)
Jamaica Air Shuttle	J6		B99 (2) Emb 110 (1)
Skylan Airways			J31 (1)
Japan JA			
Air Do	HD	ADO	737 (8) 767 (4)
AirAsia Japan	JW		A320 (5)
All Nippon Airways	NH	ANA	737 (38) 747 (5) 767 (60) 777 (53) 787 (20) A320 (18)
Amakusa Airlines		AHX	Dash 8 (1)
ANA Wings	EH	AKX	737 (16) Dash 8 (21)
Fuji Dream Airlines	JH	FDA	E-Jet (6)
Hokkaido Air System		NTH	Sf340 (3)
IBEX Airlines	FW	IBX	CRJ (9)
J-Air			CRJ (9) E-Jet (12)
JAL Express	JC	JEX	737 (40)
Japan Air Commuter	3X	JAC	Dash 8 (11) Sf340 (11)
Japan Airlines	JL	JAL	737 (11) 767 (49) 777 (46) 787 (9)
Japan Transocean Air	NU	JTA	737 (13)
Jetstar Japan	GK	JJP	A320 (13)
Nippon Cargo Airlines	KZ	NCA	747 (9)
Oriental Air Bridge	OC	NGK	B200 (1) B1900 (2) Dash 8 (2)
Peach	MM	APJ	A320 (9)
Skymark Airlines	BC	SKY	737 (31)
Solaseed Air	LQ	SNJ	737 (13)
StarFlyer	7G	SFJ	A320 (10)

Name	IATA	ICAO	Model and Count
Jordan JY			
Jordan Aviation	R5	JAV	737 (5) 767 (2) A310 (2) A320 (2) A330 (1)
Jordan International Air Cargo	J4	JCI	IL-76 (3)
Petra Airlines		PTR	A320 (2)
Royal Falcon	RL	RFJ	A320 (1) Y-7 (2)
Royal Jordanian	RJ	RJA	A310 (3) A320 (14) A330 (3) A340 (4) E-Jet (8)
Royal Wings	RY	RWA	A320 (1)
Solitaire Air			767 (1)
Kazakhstan UP			
Aerotur Air		RAI	Tu-154 (1)
Air Almaty		LMY	IL-76 (3)
Air Astana	KC	KZR	757 (5) 767 (2) A320 (12) E-Jet (6)
Air Trust Air Company		RTR	IL-76 (2)
Aircompany ATMA		AMA	An-12 (4) IL-76 (1)
Asia Continental Airlines		CID	Yak-40 (1)
Avia Jaynar		SAP	An-24 (3)
Bek Air			F100 (2)
Berkut Air Services		BEK	Yak-40 (3)
Berkut State Air Company		BEC	An-12 (1) IL-76 (1) Tu-154 (1)
Burundaiavia		IVR	An-30 (1)
Deta Air		DET	IL-62 (1)
East Wing		EWZ	An-12 (4) An-26 (1) IL-76 (3) Yak-40 (1)
Euro-Asia Air	SB	KZE	Yak-40 (2)
Kazair West		KAW	L410 (1)
Khozu Avia		OZU	CRJ (1)
Kokshetau Airlines		KRT	Yak-40 (4)
Mak Air		AKM	Tu-154 (1) Yak-40 (1)
Miras Air			An-12 (1)
Omega Aircompany		MGK	727 (3) An-26 (1) IL-18 (3)
Prime Aviation Jsc		PKZ	Dash 8 (1)
Samal Air		SAV	Tu-134 (1)



Name	IATA	ICAO	Model and Count
Sayakhat	W7	SAH	Il-76 (1) Tu-154 (2)
SCAT Airlines	DV	VSV	737 (4) 757 (2) An-12 (1) An-24 (22) CRJ (5)
Semeyavia		SMK	Yak-40 (2)
Skybus		BYK	Tu-154 (2)
Tulpar Air Service		TUX	An-24 (2) An-26 (1)
Unknown (Kazakhstan)			CRJ (1)
Zhetysu Aviakompania		JTU	Yak-40 (2)
Zhezair		KZH	L410 (1) Yak-40 (3)
Kenya 5Y			
748 Air Services		IHO	An-26 (1) Ce 208 (1) Dash 8 (3) H5748 (2)
Aberdair Aviation Ltd		BDV	Emb 110 (2)
Aerospace Consortium		AKQ	727 (1)
African Express Airways	XU	AXK	DC-9 (2) Emb 120 (1) MD-80 (2)
Air Traffic		ATY	B200 (2) B1900 (1) Do228 (3)
AirKenya Express	P2		Ce 208 (3) DHC-6 (3) Dash 7 (1) Dash 8 (1)

Name	IATA	ICAO	Model and Count
Jazeera Airways	J9	JZR	A320 (8)
Kuwait Airways	KU	KAC	777 (2) A300 (5) A310 (3) A320 (3) A340 (4)
Kuwait Government			A340 (1)
Kyrgyzstan EX			
Air Bishkek	KR	EAA	A320 (2)
Air Manas	M2		Tu-154 (1)
Avia Traffic Company	Z7	AVJ	737 (1)
Intal Air			737 (1) Il-18 (2)
Itek Air	GI	IKA	737 (1) An-26 (1)
Kyrgyz Airways			ATR 42 (1)
Kyrgyzstan Air Company	QH	LYN	737 (3) An-24 (1) Tu-154 (1)
Kyrgyzstan Airlines	R8	KGA	Il-76 (1)
Phoenix Aviation [Kyrgyzstan]	P3	PHG	An-24 (1) Il-76 (1)
Sky Way Air		SAB	An-26 (1)
Tenir Airlines		TEB	Il-76 (1)



Name	IATA	ICAO	Model and Count
ALS Limited	K4	GF5	ERJ 145 (1)
Astral Aviation	8V	ACP	DC-9 (1)
Blue Bird Aviation		BBZ	B200 (1) B1900 (1) Dash 8 (11) F50 (5)
Bluesky Aviation		SBK	L410 (3)
Boskovic Z Air Charters		ZBA	Ce 208 (8)
DAC East Africa			Dash 8 (1)
Delta Connection (Kenya)	Z9	DCP	737 (1)
Fly540	5H	FFV	ATR 72 (3) B1900 (2) Ce 208 (2) CRJ (3) Dash 8 (3) DC-9 (2) F27 (1) F28 (1)
Kenya Airways	KQ	KQA	737 (15) 747 (1) 767 (6) 777 (4) E-Jet (18)
Mombasa Air Safari		RRV	DC-3T (1) L410 (3)
Pan African Airways			DC-9 (1)
Phoenix Aviation [Kenya]		PHN	B200 (3) Ce 208 (2)
Safari Express Cargo			F27 (1)
SafariLink		XLK	Ce 208 (7)
SafariLink		XLK	Dash 8 (1)
Skyward International Aviation			F50 (1) F100 (1)
Unknown (Kenya)			B1900 (1)
Unknown (Kenya)			CRJ (1)
Yellow Wings Air Services		ELW	Ce 208 (2)
Kiribati T3			
Air Kiribati		AKL	BN-2A (1) C212 (2) Y-12 (1)
Kuwait 9K			
Gryphon Airlines	6P	VOS	MD-80 (1)

Name	IATA	ICAO	Model and Count
Lao People's Democratic Republic RDPL			
Lao Airlines	QV	LAO	A320 (4) ATR 72 (6) Ce 208 (2) DHC-6 (2) Y-7 (6) Y-12 (1)
Lao Central Airlines	LF	LCI	737 (2) SSJ (1)
Lao People's Liberation Army Air Force			Y-7 (2)
Phongsavanh Airlines		LKA	Il-76 (2) L410 (1)
Latvia YL			
Air Baltic			757 (1)
airBaltic	BT	BTI	737 (14) 757 (1) Dash 8 (11) F50 (6)
Alpha Express Airlines			A300 (1)
Inversia Air		INV	Il-76 (2)
RAF Avia		MTL	An-26 (6) Sf340 (2)
Smartlynx Airlines	6Y	LTC	737 (1) A320 (2)
Lebanon OD			
Med Airways	7Y	FCR	CRJ (1) Metro (1)
Middle East Airlines	ME	MEA	A320 (14) A330 (4)
TMA Cargo		TMA	767 (1)
Trans-Mediterranean Airways SAL	T2		A300 (1)
Wings of Lebanon		WLB	737 (1)
Lesotho 7P			
MGC Airlines			CRJ (1)
Libya 5A			
Afriqiyah Airways	8U	AAW	A320 (9) A330 (2) A340 (1)
Air Libya		TLR	737 (1) BAe 146 (4) Yak-40 (6)

Name	IATA	ICAO	Model and Count
Air One Nine	N6	ONR	DC-9 (2)
Al Jawaby Petroleum Company			DHC-6 (1)
Buraq Air	UZ	BRQ	737 (5) II-76 (1)
Global Air		GAK	II-86 (1)
Kallat Elsaker Air		KES	L1011 (2)
Libyan Air Cargo		LCR	An-26 (13) An-32 (2) An-124 (2) II-62 (1) II-76 (11) Hercules (3)
Libyan Airlines	LN	LAA	A300 (1) A320 (8) A330 (1) ATR 42 (2) CRJ (8) DHC-6 (1)
Petro Air			DHC-6 (1) Dash 8 (2) E-Jet (3)
Waha Oil Company			DHC-6 (2)
Lithuania LY			
Air Lituania			E-Jet (1)
Apatas Airlines		LYT	L410 (1)
Aviavilsa		LVR	ATR 42 (1) An-26 (2)
Avion Express			
DOT LT	R6	DNU	ATR 42 (4) ATR 72 (1) Sf340 (2)
Lithuanian Airlines	TE	LIL	737 (1)
Small Planet Airlines (Lithuania)		LLC	737 (9) 757 (1) A320 (2)
Transaviabaltika Aviation		KTB	L410 (2)
Luxembourg LX			
CAE Aviation		LXC	BN-2A (1) Ce 208 (1) C212 (1) Merlin (1) Metro (1) Skyvan (1)
Cargolux Airlines International	CV	CLX	747 (17)
Global Jet Luxembourg			A320 (1)
Luxair	LG	LGL	737 (5) Dash 8 (6) ERJ 145 (6)
West Air Luxembourg		WLX	ATP (11)
Macau B-M			
Air Macau	NX	AMU	A320 (15)
Madagascar SR			
Air Madagascar	MD	MDG	ATR 42 (2) ATR 72 (2) 737 (2) 767 (1) 777 (1) A340 (2) DHC-6 (3)
Malaysia 9M			
AirAsia	AK	AXM	A320 (67)
AirAsia X	D7	XAX	A330 (12)
Berjaya Air	J8	BVT	ATR 72 (2) Dash 7 (3)
Eaglexpress	9A	EZX	747 (1)
Firefly	FY	FFM	ATR 72 (12) 737 (2)
Gading Sari Aviation Services		GSB	727 (1) 737 (2)
Layang-Layang Aerospace		LAY	Nomad (2)
Malaysia Airlines	MH	MAS	737 (60) 747 (5) 777 (16) A330 (21) A380 (6)
Malindo Air	OD		737 (4) ATR 72 (1)
MASWings			ATR 72 (10) DHC-6 (4)
MHS Aviation			328TP (1)

Name	IATA	ICAO	Model and Count
Neptune Air		NEP	737 (2) B90 (1)
Pan Malaysian Air Transport		PMA	Skyvan (1)
Sabah Air Aviation		SAX	B200 (1) Nomad (1)
Transmile Air Services	TH	TSE	727 (7) 737 (3)
Maldives 8Q			
flyme			ATR 72 (1)
Maldivian	Q2	DQA	A320 (1) Dash 8 (5) Do228 (1)
Maldivian Air Taxi			DHC-6 (24)
Mega Maldives Airlines	5M	MEG	757 (1) 767 (2)
Trans Maldivian Airways	M8	TMW	DHC-6 (25)
Mali TZ			
Air Mali	I5	CMM	CRJ (1) MD-80 (3)
CTK Network Aviation Mali			B1900 (1)
Mali Air Express Train		VXP	L410 (1) Sf340 (2)
Sta Mali	T8	SBA	BN-2A (2) L410 (1) Metro (1)
Sahel Aviation Service		SAO	B1900 (3)
Malta 9H			
Air Malta	KM	AMC	A320 (10)
Comlux Malta			A320 (2)
Hangar 8 AOC Malta Ltd.			737 (1)
Medavia	N5	MDM	328TP (1)
Marshall Islands V7			
Air Marshall Islands	CW	MRS	Dash 8 (1) Do228 (2)
Mauritius 3B			
Air Mauritius	MK	MAU	ATR 72 (2) A320 (2) A330 (2) A340 (6)
Mexico XA/XA/XC			
Aereo Servicio Guerrero		GUE	Ce 208 (2)
Aero Biniza			Ce 208 (1)
Aero Calafia		CFV	Ce 208 (4)
Aero Cuahonte		CUO	Do228 (3) Metro (2)
Aero Davinci Internacional		DVI	Metro (1)
Aero JBR			YS-11 (1)
Aero Postal Cargo de Mexico		PCG	DC-8 (1)
Aero Sudpacífico		SDP	BN-2A (1) Metro (2)
Aero Util		TLE	Ce 208 (1)
Aerodan		ROD	YS-11 (1)
Aeroferinco SA de CV		FEO	L410 (2)
Aerolineas Centauro		CTR	BN-2A (1)
Aeromar	VW	TAO	ATR 42 (13) ATR 72 (1) CRJ (2)
Aeromexico	AM	AMX	737 (45) 767 (7) 777 (4)
Aeromexico Connect	5D	SLI	ERJ 145 (33) E-Jet (23)
Aeronaves TSM		VTM	CV-340 (3) DC-9 (3) Metro (17)
AeroPacífico		TFO	J31 (1) L410 (1)





Name	IATA	ICAO	Model and Count
Aeropacifico - Aeroservicios de la Costa		TAA	Metro (3)
Aerotucan		RTU	Ce 208 (3)
Aerounion	6R	TNO	A300 (4)
Alcon Servicios Aereos		AOA	YS-11 (1)
Alternative Air		TIV	J31 (1)
Banco De Mexico		BMX	Dash 8 (2)
Comercial Aerea		CRS	Ce 208 (1)
Danaus Airlines			737 (1)
Estafeta	E7	ESF	737 (4) CRJ (2)
Gacela Air Cargo		GIG	Metro (2)
Global Air		DMJ	737 (5)
Hawk de Mexico		HMX	B1900 (1)
InterJet	40	AJJ	A320 (39) SSJ (1)
Jett Paqueteria		JPQ	Sabre (10)
Magnicharters	UJ	GMT	737 (9)
MasAir	M7	MAA	767 (2)
MAYAair	7M		Ce 208 (1) SD 360 (1)
Ra Jet Aeroservicios		RJT	B200 (1)
Servicios Aereos Corporativos		TRN	Ce 208 (1)
Servicios Aereos Del Centro		SCV	BN-2A (1)
Transportes Aereos De Ixtlan		TDI	BN-2A (1)
Unknown (Mexico)			Dash 8 (2)
Vigo Jet		MJT	SF340 (1)
VivaAerobus	VB	VIV	737 (21)
Volaris	Y4	VOI	A320 (43)
Moldova ER			
Aerom		AMM	An-26 (1) An-30 (1) An-72 (2)
Air Moldova	9U	MLD	A320 (2) E-Jet (2)
Grixona Air		GXA	IL-18 (1)
Jet Star			747 (1)
Moldavian Airlines	2M	MDV	F100 (1) S2000 (1)
Pecotox Air		PXA	An-72 (2)
Tandem Aero	TQ	TDM	An-24 (1) Emb 120 (1) IL-18 (1)
Valan International Cargo Charter		VLN	An-32 (5)
Mongolia JU			
Aero Mongolia	MO	MNG	F50 (4)
Eznis Airways	EF	EZA	Dash 8 (2)
Hunnu Airlines	MR	MML	A320 (2)
MIAT Mongolian Airlines	OM	MGL	737 (2) 767 (3) A310 (1) F50 (2)
Sky Horse Aviation		TNL	L410 (2)
Montenegro 40			
Montenegro Airlines	YM	MGX	E-Jet (3) F100 (5)

Name	IATA	ICAO	Model and Count
Morocco CN			
Air Arabia Maroc	3O	MAC	A320 (4)
Alfa Air		ALM	J31 (1)
Royal Air Maroc	AT	RAM	737 (37) 747 (1) 767 (5)
Royal Air Maroc Express		RXP	ATR 72 (4)
Mozambique C9			
Kaya Airlines		TWM	Emb 120 (2) L410 (1)
LAM Mozambique Airlines	TM	LAM	737 (1) Emb 120 (1) E-Jet (3)
Mocambique Expresso		MXE	Dash 8 (3) Emb 120 (2) ERJ 145 (2) J41 (1)
Myanmar XY			
Air Bagan	W9	JAB	ATR 42 (2) ATR 72 (2) F100 (1)
Air KBZ	K7		ATR 72 (5)
Air Mandalay	6T	MY3	ATR 42 (1) ATR 72 (2)
Asian Wings Airways	YJ		ATR 72 (2) A320 (1)
Golden Myanmar Airlines			A320 (1)
Myanma Airways	UB	UBA	ATR 42 (1) ATR 72 (4) B1900 (2) E-Jet (2) F28 (2) Y-7 (3)
Myanmar Airways International	8M	MMA	A320 (7)
Yangon Airways	YH	AYG	ATR 72 (2)
Namibia V5			
Air Namibia	SW	NMB	737 (1) A320 (4) A340 (2) B1900 (3) ERJ 145 (4)
Namibia Commercial Aviation		MRE	DC-6 (1)
Westair Wings Charters (Pty) Ltd		WAA	Ce 406 (3)





Name	IATA	ICAO	Model and Count
Nauru C2			
Our Airline	ON	RON	737 (2)
Nepal 9N			
Agni Air			Do228 (3) J41 (3)
Buddha Air	U4	BHA	An-24 (1) ATR 42 (3) ATR 72 (3) B1900 (3)
Nepal Airlines	RA	RNA	757 (2) DHC-6 (2)
Tara Air			DHC-6 (4) Do228 (1) PC-6 (2)
Yeti Airlines Domestic	YT		J41 (7)
Netherlands PH			
Arkefly	OR	TFL	737 (10) 767 (5)
CHC Airways		SCH	Ce 208 (1)
Corendon Dutch Airlines			737 (3)
Denim Air ACMI		DNM	F50 (2) F100 (1)
KLM Cityhopper	WA	KLC	E-Jet (22) F28 (26) F100 (3)
KLM Royal Dutch Airlines	KL	KLM	737 (47) 747 (25) 777 (23) A330 (16) MD-11 (7)
Martinair	MP	MPH	MD-11 (6)
Royal Netherlands Air Force			DC-10 (1)
Transavia	HV	TRA	737 (35)
Netherlands Antilles PJ			
Divi Divi Air [Curacao]		DVR	BN-2A (2) Do228 (1)
Ezair [Bonaire]		EZR	BN-2A (2)
New Caledonia F-0			
Air Alize			B200 (1)
Air Caledonie	TY	TPC	ATR 42 (1) ATR 72 (2)
Air Caledonie International	SB	ACI	A320 (1) A330 (2) DHC-6 (2)
Air Loyaute		VZR	B200 (1) DHC-6 (3)
New Zealand ZK			
Air Chathams	CV	CVA	CV-340 (4)
Air Freight NZ		TFR	CV-340 (5)
Air New Zealand	NZ	ANZ	737 (10) 747 (2) 767 (5) 777 (13) A320 (18) ATR 72 (14) B1900 (18) Dash 8 (23)

Name	IATA	ICAO	Model and Count
Air Safaris & Services (NZ)		SRI	Ce 208 (1) Nomad (2)
Airwork (NZ) Ltd		AWK	737 (4) F27 (3) Metro (3)
Aspiring Air	OI		BN-2A (2)
Great Barrier Airlines	GB		BN-2A (6) L1011 (1)
Sounds Air Travel & Tourism Limited			Ce 208 (1)
Toll Priority			737 (5)
Unknown (New Zealand)			Emb 110 (2)
Vincent Aviation			J31 (2)
Niger 5U			
Air Niamey			Yak-40 (1)
Tamara Niger Aviation			B1900 (1)
Unknown (Niger)			A320 (1)
Nigeria 5N			
Aero	AJ	NIG	737 (12) Dash 8 (1)
AeroContractors [NIG]			Dash 8 (2)
Air Taraba			ERJ 145 (1)
Allied Air	4W	AJK	727 (2) 737 (1)
Ambjek Air Services		JEE	L410 (2)
Arik Air	W3	ARA	737 (13) A340 (2) CRJ (4) Dash 8 (2)
Associated Aviation		SCD	Emb 120 (3)
Axiom Air			737 (1)
Bristow Helicopters (Nigeria)		BHN	328JET (1)
Capital Airlines (Nigeria)		NCP	Emb 120 (1)
Caverton Helicopters			DHC-6 (3)
Chanchangi Airlines	5B	NCH	737 (1)
DANA		DAV	Do228 (1) 328TP (3)
EAS Airlines		EXW	Do228 (1)
Easy Link Aviation Services		FYE	L410 (1)
First Nation Airways		FRN	A320 (2)
IRS Airlines		LVB	F100 (5)
IRS Airlines		LVB	F28 (1)
JedAir			737 (1)
Kabo Air		QNK	747 (3)
Kabo Air		QNK	ERJ 145 (1)
Max Air (Nigeria)		NGL	747 (5)
Med-View Airline	VL	MEV	737 (2)
Nigerian Air Force			737 (1)
Overland Airways	OJ	OLA	ATR 42 (3) ATR 72 (1) B1900 (2)
Prime Air Services			328JET (1)
TopBrass Aviation			Dash 8 (1)
Tradecraft Air Nigeria		TCA	767 (1)
North Korea P			
Air Koryo	JS	KOR	An-24 (4) An-148 (1) Il-18 (1) Il-62 (4) Il-76 (3) Tu-134 (2) Tu-154 (1) Tu-204 (1)
Norway LN			
Air Norway	M3		Ce 500 (1) Metro (3)
Airwing		NWG	B100 (1)





Name	IATA	ICAO	Model and Count
Benair Norway		HAX	Ce 208 (3)
FlyNonstop			E-Jet (1)
Helitrans A/S	9I	HTA	J31 (2)
Kato Airline		KAT	Ce 208 (2)
Luftransport	LS	LTR	Do228 (2)
Norwegian Air Shuttle	DY	NAX	737 (75) 787 (1) A330 (1) A340 (2)
Wideroe	WF	WIF	Dash 8 (40)
Oman A40			
Oman Air	WY	OMA	737 (17) A330 (7) ATR 42 (2) E-Jet (4)
Oman Government			A320 (1)
Pakistan AP			
Air Indus		MPK	737 (2)
airblue	PA	ABQ	A320 (6) A340 (2)
Bhoja Air			737 (3)
JS Air		JSJ	B1900 (2)
Pakistan International Airlines	PK	PIA	737 (3) 747 (3) 777 (9) A310 (9) ATR 42 (6)
Rayyan Air		RAB	747 (2)
Shaheen Air International	NL	SAI	737 (8) A320 (2) A330 (2)
Star Air Aviation	6S	URJ	727 (1) DC-9 (1)
Vision Air International		VIS	747 (1)
Palestine SU-Y			
Palestinian Airlines	PF	JXX	F50 (2)
Panama HP			
COPA	CM	CMP	737 (57) E-Jet (12)
Air Panama		PST	F27 (3) F50 (2) F100 (2) DHC-6 (2)
DHL Aero Expreso	D5	DAE	757 (3)
PanAir Cargo		CTW	727 (2)
Papua New Guinea P2			
Air Niugini	PX	ANG	737 (2) 757 (1) 767 (3) Dash 8 (15) ATR 42 (1) F100 (6)
Airlines PNG	CG	TOK	DHC-6 (9) Dash 8 (11)
Airlink [Papua New Guinea]	ND		Emb 110 (6)
Hevi Lift (PNG) Limited			DHC-6 (2)
Hevilift	IU		ATR 42 (2) B200 (1) DHC-6 (7)
Islands Nationair			B200 (1)
Lynden Air Cargo Png	L8		Hercules (2)
North Coast Aviation	N9	AOH	BN-2A (7) PAC750 (1)
Unknown (Papua New Guinea)			ATR 42 (1)
Unknown (Papua New Guinea)			DHC-6 (1)
Unknown (Papua New Guinea)			Dash 8 (1)
Unknown (Papua New Guinea)			Hercules (1)
Paraguay ZP			
Paraguayan Air Force			DHC-6 (1)
Unknown Paraguay			Ce 208 (1)
Peru OB			
Aero Condor Peru			An-26 (1) F27 (1)
Aero Transporte SA	AMP		An-26 (2) An-32 (1) B1900 (3) Ce 208 (1) F50 (1)

Name	IATA	ICAO	Model and Count
LAN Peru	LP	LPE	A320 (2)
LC Peru	W4	LCB	Dash 8 (4)
Peruvian Air Force			B1900 (1) DHC-6 (2)
Peruvian Airlines	P9	PVN	737 (9)
Peruvian Coast Guard			DHC-6 (1)
Star Peru	2I	SRU	BAe 146 (11)
TACA Peru	T0	TPU	A320 (2) A330 (1)
Transportes Aereos Cielos Andinos		NDN	An-24 (2) An-26 (2)
Philippines RP			
AirAsia Philippines	PQ		A320 (2)
Astro Air Philippines			MD-80 (1)
Cebu Pacific Air	5J	CEB	A320 (35) A330 (1) ATR 72 (8)
InterIsland Airlines		ISN	An-26 (1) Yak-40 (2) YS-11 (1)
Island Aviation Inc		SOY	Do228 (2)
Island Transvoyager Inc			Do228 (3)
PAL Express	2P	GAP	A320 (10) Dash 8 (9)
Philippine Airlines	PR	PAL	747 (5) 777 (5) A320 (21) A330 (8) A340 (6)
SEAir	DG	SRQ	A320 (5)
SEAir International			328TP (5) 737 (1) ATR 42 (1) L410 (6)
SkyJet			BAe 146 (1)
Spirit of Manila Airlines	SM	MNP	MD-80 (1)
TransGlobal Airways	T7	TCU	BN-2A (1)
Unknown (Philippines)			J31 (1)
Unknown (Philippines)			CRJ (1)
Zest Air	Z2	EZD	A320 (11)
Poland SP			
Bingo Airways			A320 (3)
Enter Air		ENT	737 (12)
Eurolot	K2	ELO	ATR 42 (4) ATR 72 (8) Dash 8 (8)





Name	IATA	ICAO	Model and Count
EXIN		EXN	An-26 (9)
JET AIR	02	JEA	ATR 42 (1) J31 (3)
LOT - Polish Airlines	LO	LOT	737 (2) 767 (3) 787 (4) E-Jet (28)
Pzl Mielec		1PM	An-28 (1)
Skytaxi		IGA	Sf340 (2)
Small Planet Airlines (Poland)		LLP	737 (1) A320 (3)
Sprintair		SRN	L410 (2) Sf340 (13)
Travel Service Polska	3Z		737 (1)
Portugal CS			
Aero VIP		RVP	Do228 (2)
Aerocondor (Portugal)		ARD	SD 360 (2)
Agroar-Trabalhos Aereos		GRR	737 (1) BN-2A (1)
Airlinair Portugal			ATR 42 (1)
EuroAtlantic Airways		MMZ	767 (2)
Hi Fly	5K	HFY	A310 (1) A330 (3) A340 (1)
Luzair		LUZ	L1011 (1)
Orbest			A320 (3) A330 (1)
Portugalia	NI	PGA	ERJ 145 (8) F100 (6)
SATA - Air Acores	SP	SAT	Dash 8 (6)
SATA International	S4	RZO	A310 (4) A320 (4)
TAP Portugal	TP	TAP	A320 (39) A330 (12) A340 (4)
White		WHT	A310 (1) A320 (3)
Puerto Rico N			
Executive Airlines	OW	EXK	ATR 72 (12)
MN Aviation Inc.	W4		B1900 (1) Ce 208 (4) Metro (2) SD 360 (2)
Prams Air			Ce 208 (2)
Roblex Aviation		ROX	SD 360 (4)
Vieques Air Link	V4	VES	BN-2A (10) Ce 208 (3)
Qatar A7			
Qatar Airways	QR	QTR	777 (36) 787 (5) A300 (3) A320 (45) A330 (32) A340 (4)
Reunion F-0			
Air Austral	UU	REU	737 (2) 777 (3) ATR 72 (3)
Romania YR			
Acvila Air			MD-80 (1)
Air Baltic			F50 (1)
Air Bucharest		BUR	737 (1)
Blue Air	0B	JOR	737 (7)
Carpatair	V3	KRP	737 (1) F100 (2) S2000 (3)
Direct Aero Services		DSV	Sf340 (3)
Jetran Air		MDJ	MD-80 (2)
Medallion Air		MDP	MD-80 (3)
Romavia	WQ	RMV	707 (1)
Starlight Airline [Romania]		LTA	BN-2A (1)
TAROM	RO	ROT	737 (9) A310 (2) A320 (4) ATR 42 (7) ATR 72 (2)
Russia RA/RF			
Abakan Avia		ABG	Il-76 (2)
Aero Rent		NRO	Il-76 (4) Tu-154 (2)
Aerobratsk		BRP	Yak-40 (4)
Aeroflot	SU	AFL	767 (5) 777 (4) A320 (87) A330 (22) Il-96 (6) MD-11 (3) SSJ (11)
Air Bashkortostan		BBT	757 (1)

Name	IATA	ICAO	Model and Count
AirBridgeCargo	RU	ABW	747 (11)
Aircompany Continent	LK		Il-76 (1) Tu-154 (10)
Aircompany Polet	YQ	POT	An-24 (1) An-30 (3) An-124 (6) An-148 (2) Il-76 (1) Il-96 (3) S2000 (5) Sf340 (5) Yak-40 (1)
Airstars		ASE	Il-76 (1) Il-96 (1)
AirVolga		WLG	Tu-134 (2) Yak-40 (1)
AIST M Airclub		ISM	L410 (1)
AK Bars Aero	2B	BGM	CRJ (13) Yak-40 (7)
Alliance Avia			Yak-40 (1)
Alrosa Avia		LRO	737 (1)
Angara Airlines		AGU	An-24 (6) An-26 (3) An-148 (3)
Arkhangelsk 2nd Aviation Enterprise		OAD	L410 (5)
Atlant Soyuz Airlines	3G	AYZ	Il-76 (1)
ATRAN	V8	VAS	737 (2)
Aviacon Zito-Trans	ZR	AZS	Il-76 (7)
Aviaenergo	7U	ERG	Tu-134 (1)
Aviakompaniya SKOL		CDV	Yak-40 (1)
Avial		NVI	An-12 (4)
Aviast		VVA	An-12 (1) Il-76 (1)
Aviastar-TU	4B	TUP	Tu-204 (3)
Barkol Aviakompania		BKL	Yak-40 (3)
Bryansk Air Enterprise		BRK	Yak-40 (1)
Bural		BUN	An-24 (6)
Bylina			Yak-40 (1)
Center-South Airlines		CTS	Yak-40 (1)
Chukotavia			DHC-6 (2)
Dagestan Airlines	N2	DAG	An-24 (1) Tu-134 (3) Tu-154 (9)
Dalavia	H8	KHB	An-24 (1) An-26 (1) Ce 208 (5) Il-62 (1) Tu-154 (2) Tu-204 (4)
Donavia	D9	DNV	737 (5) A320 (5) Tu-154 (2)
Elbrus-Avia		NLK	Yak-40 (1)
F-16 Leasing		516	Il-86 (2)
Gazpromavia Aviation	4G	GZP	737 (2) An-72 (5) Tu-134 (1) Tu-154 (4) Yak-40 (2) Yak-42 (1)
Globus	GH	GLP	737 (12)
Grozny Avia	ZG	GOZ	Yak-42 (1)
Ifly	H5	RSY	757 (5) A330 (2)





Name	IATA	ICAO	Model and Count
Interavia Airlines			Il-62 (1) Yak-42 (1)
IrAero	IO	IAE	An-24 (5) An-26 (9) CRJ (5)
Irkut-Avia			An-12 (1)
Izhavia	18	IZA	An-24 (3) An-26 (1) Tu-134 (1) Yak-42 (1)
Jet 2000		JTT	An-72 (1) Yak-40 (1)
KAPO - Gorbunova		KAO	Il-62 (3) Tu-204 (1)
Katekavia		KTG	An-24 (12) Tu-134 (2)
Kavminvodyavia	KV	MVD	Tu-154 (7) Tu-204 (1)
Kirov Air Enterprise		KTA	An-26 (1)
Kolavia	7K	KGL	A320 (8) Tu-154 (5)
Kosmos Airlines		KSM	An-12 (3) Tu-134 (5)
KrasAir	7B	KJC	Emb 120 (4) Il-86 (2) Tu-154 (1)
Kuban Airlines	GW	KIL	Yak-42 (3)
Lukaviatrans		LKV	An-30 (5)
Lukoil Company		LUK	L410 (1) Yak-42 (1)
MAVIAL - Magadan Airlines		MVL	Tu-154 (1)
Meridian Air		MMM	Tu-134 (1)
Mirny Air	6R	DRU	An-24 (4) An-26 (3) An-38 (2) Il-76 (4) Tu-134 (2) Tu-154 (7)
Moskovia Airlines	3R	GAI	737 (3) An-12 (5) An-30 (1) Tu-134 (2) Tu-154 (5) Yak-42 (1)
Napo-Aviatrans		NPO	An-38 (2)
Nordavia Regional Airlines	5N	AUL	737 (11) An-24 (5) An-26 (1)
NordStar Airlines	Y7	TYA	737 (10) ATR 42 (5)
Nordwind Airlines	N4	NWS	757 (7) 767 (10) 777 (2) A320 (8)
Novosibirsk Air		NBE	An-30 (2)
Omsk Airlines	N3	OMS	Tu-154 (2)
Orenair	R2	ORB	737 (21) 777 (3) Tu-154 (3)
Perm Airlines		PGP	Tu-134 (1)
Petropavlovsk-Kamchatsky Air Enterprise		PTK	An-26 (2) L410 (5) Yak-40 (4)
Polar Airlines		RKA	An-24 (4) An-26 (7) An-72 (1) L410 (4)
Progress TsSKB Aviakompania		PSS	An-26 (2)
Pskov Avia		PSW	An-26 (4)
Rosneft Baltika		RNB	Yak-40 (1)
Rossiya - Russian Airlines	FV	SDM	767 (3) A320 (27) An-148 (6) Il-62 (1) Yak-40 (1)
Rusair		CGI	Tu-134 (1)
Rusjet		RSJ	Yak-40 (1)
RusLine	7R	RLU	A320 (2) CRJ (14) Emb 120 (3) Tu-134 (1)

Name	IATA	ICAO	Model and Count
Russian Sky	1T	ESL	Il-76 (3)
Ryazanaviatrans		RYZ	An-24 (1)
S7 Airlines	S7	SBI	737 (1) 767 (2) A320 (37)
Saratov Airlines	6W	LBO	Il-76 (1)
SAT	HZ	SHU	737 (3) An-12 (2) An-24 (6) Dash 8 (6)
Saturn Aviakompania			Yak-40 (2)
Severstal Aircompany	D2	SSF	CRJ (3) Yak-40 (3) An-24 (5) An-26 (4) An-32 (2) Yak-42 (1)
Shar ink		UGP	An-72 (3)
Sibaviatrans		SIB	Tu-134 (3) Tu-154 (1) Yak-40 (2)
Sirius Aero		CIG	Tu-134 (1)
SkyExpress	XW	SXR	737 (5)
Sverdlovsk 2nd Aviation Enterprise		UKU	An-72 (1) Yak-40 (3)
Tatarstan	U9	TAK	737 (3) A320 (2) Il-860 (1) Tu-154 (4)
Tomsk Avia		TSK	An-24 (6) An-26 (2) An-28 (2)
Transaero Airlines	UN	TSO	737 (42) 747 (22) 767 (14) 777 (13) Tu-204 (5)
Tulpar Air		TUL	Yak-40 (2)
Tupolev	1TU		Tu-134 (1) Tu-204 (1)
Uktus, Aircompany	UKT		Yak-40 (1)
Ulyanovsk Higher Civil Aviation School		UHS	An-26 (3) Tu-154 (4) Yak-40 (1)
Ural Airlines	U6	SVR	A320 (30)
UTair - Express	UR	UTX	An-24 (22) An-26 (2) Tu-134 (16)
UTair Aviation	UT	UTA	737 (51) 757 (7) 767 (3) An-24 (1) ATR 42 (9) ATR 72 (7) CRJ (12) Tu-154 (18) Yak-40 (1)
UTair Cargo		TUM	An-26 (4) An-72 (4)
VIM Airlines	NN	MOV	757 (10)
Vladikavkaz State Air Enterprise		OSV	Yak-40 (1)
Vladivostok Air	XF	VLK	A320 (6) A330 (1) Tu-204 (6) Yak-40 (2)
Volga-Dnepr Airlines	VI	VDA	An-124 (10) Il-76 (5) Yak-40 (1)
Vologda Air Enterprise		VGW	Yak-40 (6)
Vostok Airlines		VTK	An-28 (3) An-38 (3)
Vyborg		VBG	Il-114 (2)
Yak Service		AKY	Yak-40 (3)
Yakutia	R3	SYL	737 (7) 757 (5) An-24 (12) An-26 (2) An-140 (4) Dash 8 (2) SSJ (2) Tu-154 (8)
Yamal Airlines	YC	LLM	737 (9) A320 (7) An-24 (2) An-26 (2) CRJ (9) Tu-134 (6) Yak-40 (3)
Zapolyarye Airline		PZY	Tu-154 (6)

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